

ATLANTIC FISHERMAN

VOL. XXI

Registered U. S. Patent Office
AUGUST, 1940

NO. 7

Famous Fleets that COUNT ON COLUMBIAN . . .



UNITED STATES LINES



Left: The new liner S. S. America uses Columbian Manila Rope.

Owning and operating a fleet which includes the three largest American flag merchant vessels, the United States Lines and its affiliates occupy an important role in the transportation of American cargoes and travelers . . . The blue Spread Eagle houseflag is familiarly known in the ports of Europe, on both coasts of the United States, in the West Indies and Central America, in the Antipodes and the Far East . . . And, like so many American steamship companies, United States Lines is an extensive user of Columbian Manila Rope. This sturdy, quality-controlled rope has earned a reputation for seeing jobs through under all conditions. Its exclusive lubricating and waterproofing process makes Columbian easy to handle and more resistant to decay.

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The outstanding advantages of bethanized trawler line make it important that you get this rope and no other zinc-coated line when you buy for economy and long-time service. Bethanized Trawler Line is unique.

"Bethanized" is a trade name belonging to Bethlehem Steel Company. It can be properly applied only to those products made by Bethlehem's exclusive electrolytic bethanizing process which builds up the protective zinc-coating atom-by-atom directly on the base wire itself.

Bethanized wire ropes are made only by Bethlehem Steel Company and are manufactured at Bethlehem's wire-rope mill at Williamsport, Pa.

Bethanized Trawler Line has already established an excellent reputation for itself around the fishing wharf at Boston. It is rapidly spreading to other ports. Its coating offers the best protection against corrosion of any coating used on wire rope. Its toughness and ability to take punishment equal uncoated ropes. It is a quality product in every way.

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The oil tanker "Bertie", owned by Wm. C. Witt of Rock Hall, Md. The boat is 73.3 x 23.6 x 5.5, and is powered with a 4 cylinder, 4 cycle, 8½ x 12½, 100 hp. Wolverine Diesel engine.



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Wolverine Diesel Engines are sturdy, simple, reliable, economical and long-lived.

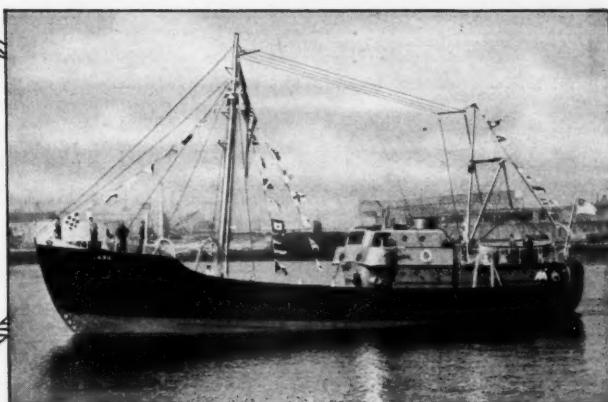
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ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.

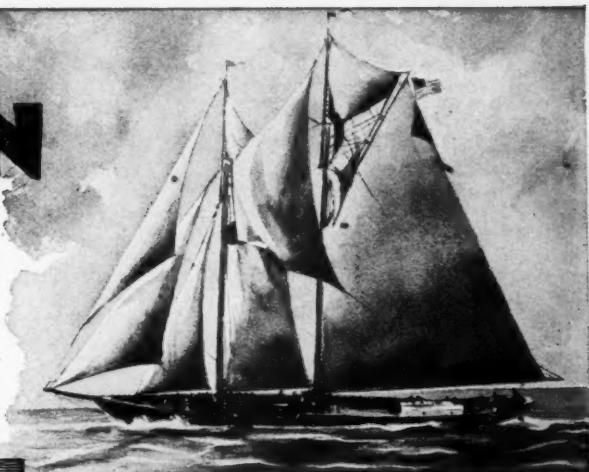
P. G. LAMSON, Publisher and Editor

GARDNER LAMSON, Field Editor

10 cents a copy \$1.00 a year

Entered as Second Class Matter February, 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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War Has Economic Effect on Fishing Industry

BIG news which will affect the future trend of the ground-fishing industry comes from Boston, the country's largest producing center. It concerns the purchase of 12 or more steel beam trawlers by the U. S. Government.

The immediate result of the reduction in the Boston trawler fleet has been the loss of employment by a number of captains and a sizeable group of crew members, and a reduction in production facilities.

However, in the face of attractive offers to sell, and with recollections of labor difficulties, it is not unreasonable to believe that the owners are glad to liquidate their trawler investments.

Production and Processing

While in past years it was thought necessary by many fish dealers to have their own trawlers, to insure proper supply, such a set-up is no longer considered by all as important. Under the selling system of the Fish Exchange, it is generally possible for buyers to fill their requirements.

The opinion of many individuals in the industry is that production and processing are two distinct divisions of the business, and that it is difficult to operate the two together advantageously.

From all indications it would seem that the steel beam trawlers in the future will represent but a minor part of the Boston fishing fleet.

During the past two years, no new trawlers have been built. However, during this time there has been a marked up-turn in the construction of wooden fishing vessels, notably larger size draggers. At the present time there is much talk about building more wooden boats, and it is not unlikely that they will compensate for the loss of production through the sale of the steel trawlers.

No doubt, some of the steel trawler owners will build wooden vessels, and some of the captains that were on the trawlers that have been sold will build their own draggers. In that event unemployed crew members will be re-hired.

Wood versus Steel

Although there are many arguments pro and con regarding the practicability of wooden versus steel construction, it is a known fact that the first cost of wooden boats is considerably less, and many feel that even in the long run they are more economical to operate.

Since their size is not as great as a steel trawler necessarily must be, they are able to make shorter trips and thus land fish that has been out of water for a shorter length of time.

From all observations at present, it is very evident that

wooden craft are the most practical and profitable for all-round fishing.

Wooden Vessels Profitable

Years ago fishing was a profitable enterprise for all the owners of wooden vessels.

For several years since the beginning of the era of building the steel trawler, the law of supply and demand has reacted adversely to the interests of the fish producers. Mass production has increased volume of landings, with a corresponding decrease in price ex vessel.

Quality of the catches by the larger vessels has not improved, and there has always been a demand for fish caught by the smaller boats.

With the reduction in the Boston steel trawler fleet, owing to the Government purchase of trawlers for war purposes, the wooden vessel bids fair to come back into its own, with benefit to its operators.

Situation Generally Satisfactory

Fortunately, the men chiefly concerned in this transition seem to be well pleased. Many of the steel trawler owners are glad of the opportunity to dispose of their property. Those companies who will continue to operate steel trawlers are glad to be relieved of this competition, and the wooden vessel owner can see an opportunity to retrieve losses and reinstate himself as a successful factor in the industry.

The mass production of fish apparently has not been an unqualified success, as it has brought with it many headaches to the big operators in the way of large investment of capital, labor difficulties and prices of doubtful value.

Fishing is a picturesque business, and one not easily shorn of its romance. With the advent of more wooden boats, the traditional life of fishermen will continue, quality of the catch will be more uniform, a satisfactory volume will be maintained, and the average sized producer will make money.

This means that more boats will be built, and manufacturers and supply dealers will have a better market for their goods.

Those companies that continue to operate steel trawlers will benefit from less competition and consequent higher prices which, of course, will be reflected in the earnings of the smaller boats.

There will be no permanent shortage of fish, because as rapidly as present tonnage becomes inadequate, new tonnage will be provided. The increase in price to the vessels, while it will spell the difference between loss and profit to the vessel operators, will not appreciably affect the consumer.

Noteworthy Addresses at Oyster Convention

Scientific and Merchandising Problems Ably Discussed by Qualified Speakers

AT the joint annual convention of the Oyster Growers and Dealers Association of North America, the National Shellfisheries Association and the Oyster Institute, held in New Haven, Conn., July 31, August 1 and 2, a message was delivered from the Secretary of the Interior, Harold L. Ickes, by Dr. W. C. Henderson, Assistant Director, Fish and Wildlife Service. Secretary Ickes warned oyster growers that widespread deterioration of the public oyster beds off the Atlantic Coast could not be checked until systems of scientific oyster farming were extended to the beds. He said:

"It is not of primary importance whether this cultivation is effected by leasing the bottoms to private individuals, as is done so extensively in New England, or through the agency of the states as custodians of public resources. What is more important is that the policy of neglecting these public beds to their own detriment and to that of surrounding oyster beds must be abandoned."

Pointing out that years of over-fishing of public beds without sowing a new harvest has harmed the quality of their yield, Secretary Ickes said that 70 per cent of the income derived from the sale of oysters was realized from the yields of privately leased or cultivated beds, which accounted for only 53 per cent of the total Atlantic Coast oyster production.

Inspection of New Laboratory

On the boat trip to Milford, Conn., for a preview inspection of the new Fisheries Laboratory, Governor R. E. Baldwin and family were guests of honor.

Four oyster boats were used for transportation: *Vera Gordon Rowe*, Capt. Ben Leake, owned by H. C. Rowe & Co., New Haven; the *Grace Fordham*, Capt. Albert Martell, owned by E. E. Ball, New Haven; the *C. D. Parmelee*, owned by H. J. Lewis Oyster Co., Bridgeport, Conn.; and the *G. H. Church*, Capt. "Babe" Cadorath, owned by Warren Oyster Co., Warren, R. I. These boats sailed in parade formation under the escort of the Connecticut Shellfish Commission's boat the *Shell-Fish*, commanded by Capt. Gene Hoyt.

Officers Re-elected

All of the officers of the previous year were re-elected and include the following: Oyster Growers and Dealers Association: President, Howard W. Beach; First Vice-President, Frank W. Darling; Second Vice-President, Paul Mercer; Executive Secretary and Treasurer, Dr. Lewis Radcliffe. National Shell-

fisheries Association officers for the coming year are: President, Dr. Paul S. Galtoff; Vice-President, Joseph B. Glancy; Secretary, Dr. Leslie A. Staub; and Treasurer, Howard W. Beach. The Board of Directors includes L. C. Lewis, H. I. Reynolds, H. Gordon Sweet, Andrew Radel, Frank H. Elsworth, Royal Toner, George N. Shillingsburg, Roy Yates, George T. Harrison, A. W. Woodfield, I. T. Ballard, Rufus L. Miles and W. L. Houchins.

Committee in Charge

The committee in charge of the Convention program included Howard W. Thompson, Chairman; Howard W. Beach, Andrew Radel, and H. Gordon Sweet.

Report by Dr. Radcliffe

Dr. Lewis Radcliffe, Director of the Institute, in making his annual report touched on Government relations, standards of practice, buyer relations, hotel and restaurant bulletins, home economics teachers, publicity, misrepresentation, Lenten sales, oyster production versus marketing, trade reports, and the Institute's buyers' questionnaire.

Speakers

On the Oyster Growers & Dealers Association program were the following speakers: J. F. Puncochar, Bureau of Fisheries; Edward Warfield, Jr., Chairman, Maryland Conservation Commission; H. Gordon Sweet, New Haven, Conn.; Major Elihu Church, New York City; H. Butler Flower, Bayville, N. Y.; Charles W. Triggs, Chairman, Fishery Advisory Committee; Wm. A. Heath, Mgr., Providence Production Credit Assoc. and Howard W. Beach.

On the Shellfisheries' Association program the following were speakers: Dr. Thurlow C. Nelson, Professor of Zoology, Rutgers University; Dr. Herbert F. Prytherch, Director, U. S. Fisheries Laboratory, Beaufort, N. C.; Dr. Victor L. Loosanoff, Director, U. S. Fisheries Laboratory, Milford, Conn.; James B. Engle, U. S. Fisheries Laboratory, Milford, Conn.; Dr. Milton H. Bidwell, Bacteriologist, Bureau of Marine Fisheries, Conservation Dept. of New York State; Dr. Leslie A. Sandholzer, in charge U. S. P. H. S. Laboratory, Craney Island, Norfolk, Va.; Leslie A. Staub, Biologist, Oyster Research Laboratory, Bivalve, N. J.; and J. Richards Nelson, President, N. E. Oysters Growers' Exchange.

(Continued on page 18)



The oyster boats "Vera Gordon Rowe", Capt. Ben Leake, owned by H. C. Rowe & Co., New Haven, and the "G. H. Church", Capt. "Babe" Cadorath, owned by Warren Oyster Co., Warren, R. I. These boats were among those used on the trip to Milford, Conn., to inspect the new Fisheries Laboratory, during the Oyster Convention. The "Rowe" is a steamer, and the "Church" is powered with a 75 hp. Wolverine.



Upper left: Clammers at work. Upper right: Up from the bottom. Center left: Small boat clammers. Center right: Unloading. Lower left: Sorting. Lower right: Ready for market.

Great South Bay Clams are Tonged and Raked

THE Great South Bay on the Southern coast of Long Island has for many years given to the world some of its finest shellfish—oysters, clams, and scallops.

From the waters of the Bay about 500,000 bushels of clams are shipped annually to market, and over 3000 "baymen" are engaged in the industry. There are two types of Long Island clams, the "Venus Mercenaria" known as the quahaug and commonly called "hard-shells," and the soft-shell clam known to science as "Mya Arenaria", which has a thinner, more brittle shell. This latter type is scarcely ever consumed raw but more often steamed, and is also known as "steamers".

Long Island clams are never dredged. Experienced tongers and rakers have worked the bottoms for years, and have maintained a high quality which they claim would be ruined by dredging.

Clam tongs have long handles and are worked like scissors.

The tongs dip up the clams which are found from two to six inches in the mud according to the season of the year.

Hundreds of little boats are found on the Bay also, on the free Bay bottom. They use rakes instead of tongs which are less expensive but harder to use. These men take their day's catch to the big clearing houses which buy and ship them to market.

Each tong clammer usually has three or four pair of different type tongs used according to the nature of the bottom and the depth of the water. This is strenuous work and develops powerful shoulder and arm muscles. One man averages about six bushels of clams a day. He gets paid one dollar per bushel.

Clams under one inch in thickness are seed, and it is a violation of the law to take them. The New York State Health Dept. and the Conservation Dept. have assumed, with the full cooperation of the shellfish industry, the responsibility of

guarding the sanitary quality of the shellfish by means of a special unit of the Conservation Dept. This unit surveys and examines all the underwater areas around Long Island, issues licenses to all persons engaged in the taking of shellfish, as well as all plants and shippers which handle shellfish, performs a periodic and regular laboratory examination of all shellfish produced, and maintains a tagging and labeling system of every shipment sent to market, in order to place immediately the exact location of any signs of impurity.

About 35 privately owned boats bring in the clams for the Bluepoints Company. The clammers are paid by the bushel, and two or three men on a boat generally average above five or six dollars each per day. The squat type boats preferred by the clammers are usually converted schooners. They are wide, roomy boats able to stand rough usage. The bowsprit helps to steady the boat by running the front anchor line through it. Clams are dug from the Company-owned grounds, of which they have about 1,000 acres in the Bay.

As the clams come off the boats they are sorted according to their size in four groups. The smallest are called Little-necks, then Cherrystones, Mediums and Chowders. The Mediums and Chowders are generally used for cooking, and the two smaller sizes are usually eaten raw on the half shell.

Clams are packed in one bushel bags and three bushel barrels.

Situated on the Great South Bay at West Sayville, the Blue-points Company, which was founded in 1912, ships a half-million dollars' worth of clams annually.

Among other concerns who are a big factor in this locality are Frederick Ockers Oyster Co., William Rudolph, and G. Vanderburgh & Son.

Two New Dragger Designs

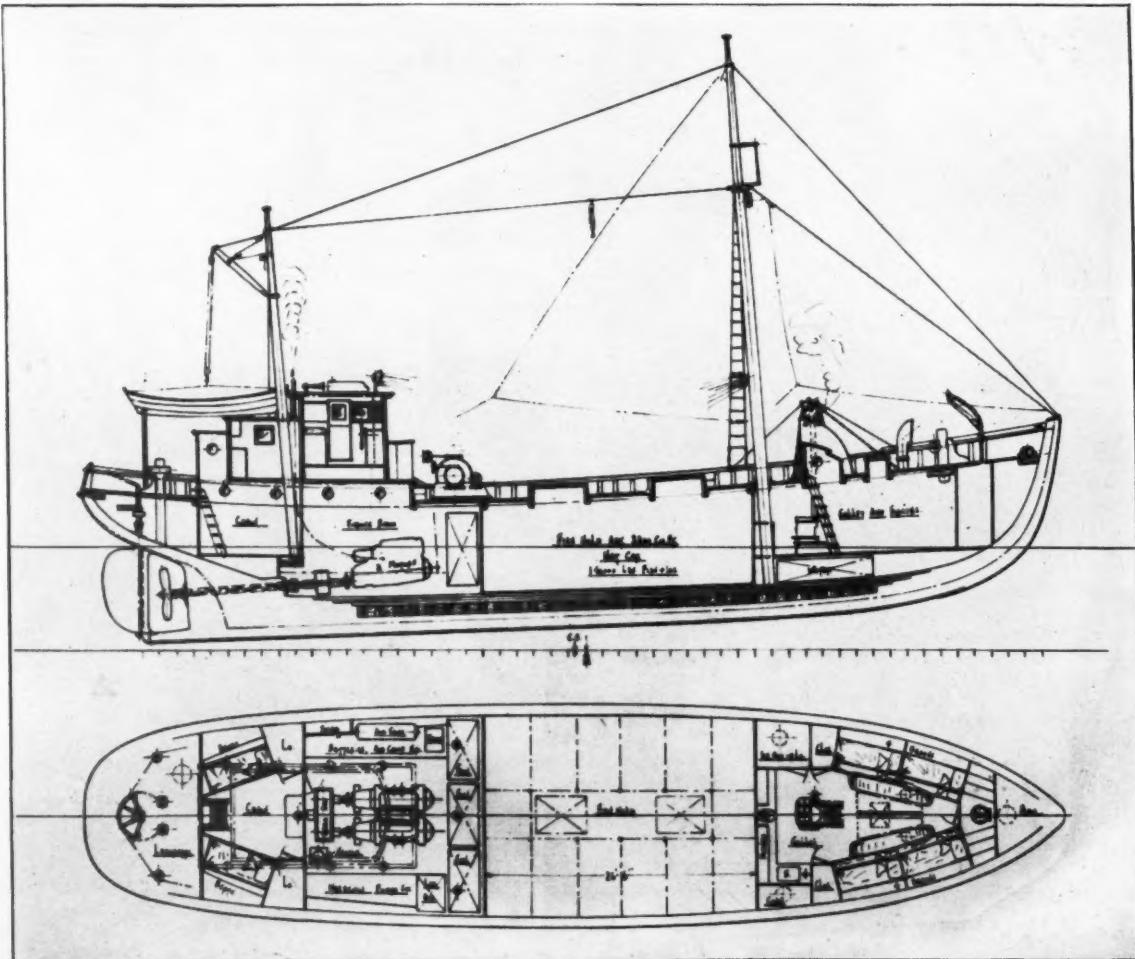
In a 68' dragger, designed by Eldredge-McInnis, Inc., Boston naval architects, the proposed power plant is a 150 h.p. medium-speed Diesel, driving through a reduction gear, to get a speed of just under 10 knots light, and 8.5 knots loaded.

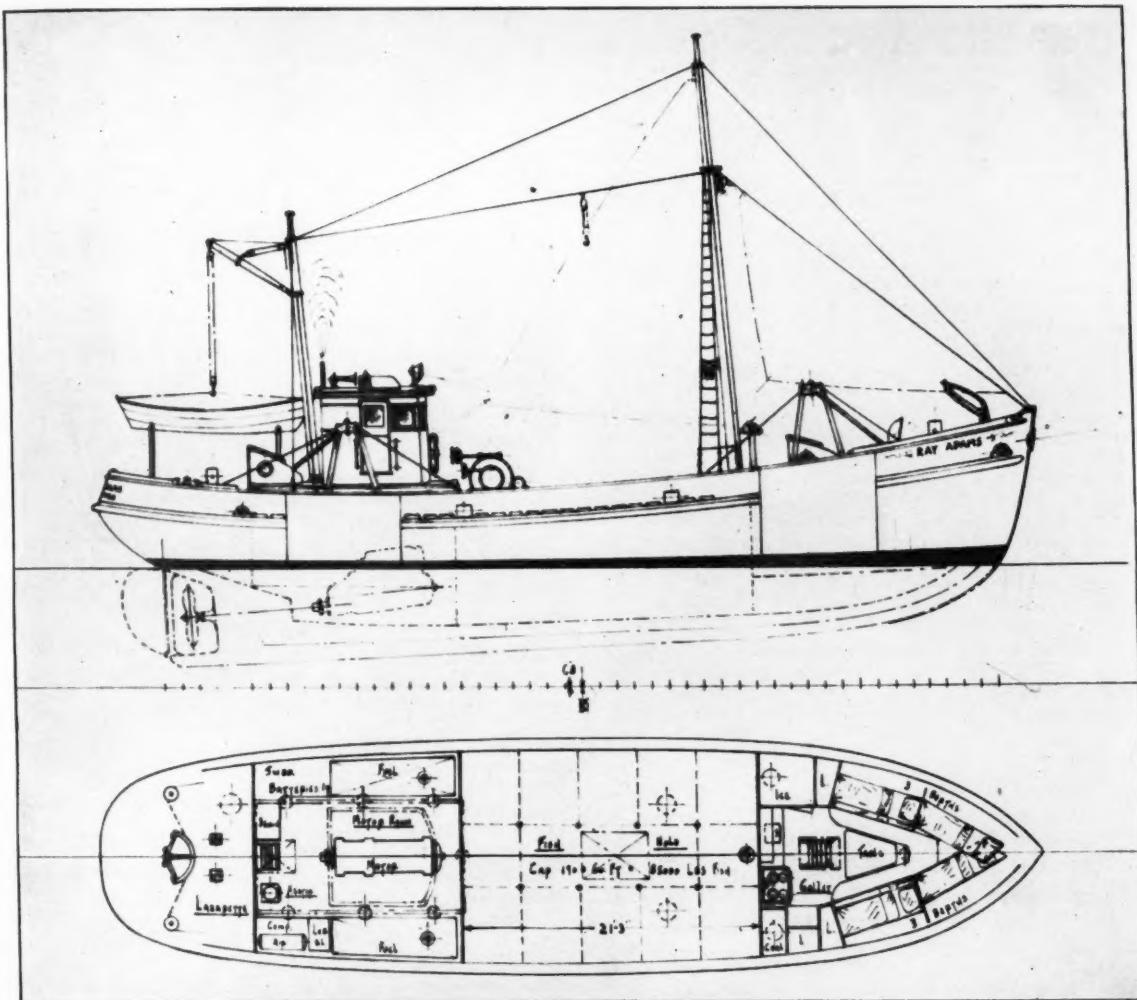
The construction will be moderately heavy, with oak foundation, frames, deck beams, etc., with yellow pine planking and with Douglas fir or pine decks; all fastenings to be of galvanized iron throughout. The deck erections will be stoutly constructed and through-bolted on heavy oak coamings.

The arrangement shows accommodations for six in the forecastle, with the usual lockers, ice box and galley, followed by the fish-hold which has a capacity of 85,000 pounds of iced fish, divided into bins and loaded through a single hatch.

The use of a medium-speed reduction-gear motor saves considerable fore-and-aft length, thereby enabling the extra space to be put into the fish-hold which is longer than is generally found in boats this size. The engine room contains fuel tanks, batteries and other auxiliary equipment. The vessel is arranged to fish from one side only and equipped with a modern

Design by Eldredge-McInnis, Inc., of Boston, for a proposed 96 ft. dragger. Specifications for the boat are as follows: Length overall 96'; Length water line 87'; beam (moulded) 21'6"; draft 9'6"; displacement 140 L tons to lwl.; power 300 hp. total—the boat to have two motors; speed 9 1/4 knots loaded, 11 knots light; fuel capacity 2800-3000 gals.; water capacity 1000-1200 gals.; propeller 60" x 50" 3-blade at 350 rpm.





Design by Eldredge-McInnis, Inc., of Boston, for a proposed 68 ft. dragger. Specifications for the boat are as follows: Length overall 67'9"; Length water line 60'; beam (moulded) 17'; draft, 7'; displacement 60 L tons to lwl. Power 150 hp., speed (light) 9.8 knots; fuel capacity 1600-1800 gallons; water capacity 500 gals.; propeller 48" x 40" at 400 rpm. Speed 8.5 knots, loaded.

features in mind, the 96' foot dragger was developed by the Boston naval architects, Eldredge-McInnis, Inc.

For a vessel 96' x 21'6" x 9'6", she has the usual heavy construction throughout, with oak keel, stem and horn-timber; yellow pine or oak planking; double-sawed oak frames; heavy oak deck beams and pine or Douglas fir decking. The superstructure is in keeping with the general character of the hull.

One feature is the use of an all-metal trunk over the engine room to prevent unusual expansion and contraction due to heat-condition, and the fitting of a metal, outside weather-bridge in front of the wheelhouse for protection in heavy seas, at the same time serving as an operating-post in hauling the nets.

The below-deck arrangement is more or less consistent with the general Atlantic Coast fisherman, having combined forecastle and galley forward with accommodations for eight men; extra-long fish hold of about 140,000 pounds capacity; motor-room and small cabin aft for the officers. Three fuel tanks are located 'thwartships and the whole set-up makes for a vessel that does not change trim fore-and-aft under either light or loaded condition. She is rigged to fish from both sides, having the latest type winch which operates from the forward end of the main engines. The ketch-rig is selected as being the most practical for boats this size. The dories are housed on the gallows frame aft, with sufficient headroom underneath for deck work. Total horsepower is 300, giving a speed of 11 knots—light; 9.75—loaded. This combination permits a much larger fish-hold than is generally found in boats of this type.

trawling-winches operating from the forward end of the main engine. She is ketch-rigged, provided with steadyng-sails, and the dories are housed on gallows frames aft and arranged to be put overboard by a hoist operating from a short gaff.

The complete set-up of weights is so arranged that constant fore-and-aft trim is maintained at all times, whether light or loaded. This is a particularly desirable feature, in view of the fact that many of the older fishing boats go badly by-the-head when completely loaded.

96' Twin-Motored Dragger

The use of two engines driving through a pinion gear box to a single screw lends itself nicely to a short, compact engine-room and, at the same time, permits a combination of low initial-cost, higher factor of safety and more flexibility in operation. Replacement parts, naturally, would cost less on account of their smaller size, and it is highly possible that under exceptional circumstances a complete power-head for a change-over might be carried aboard as a spare. With these

Gloucester Pays Tribute to Fishermen Lost at Sea

AT the annual fishermen's memorial service on Sunday, August 4, tribute was paid to the memory of two men lost at sea since the service last August. This is believed to be the smallest death toll in the history of the service.

Strictly speaking, the record is clear and no Gloucester fishermen were lost during this period, for one of the two cited by the Gloucester Fishermen's Institute was a passenger and the other was a Boston fisherman.

Baltazar Fernandes disappeared from the schooner *Rio Douro* while a passenger on that craft on a trip to Georges Bank.

Lawrence Doucette, of Boston, was swept from the deck of the *Pollyanna* on February 20 when the vessel was 70 miles East of Thacher's Island inbound after dory haddocking on Brown's Bank. Doucette had just finished a trick at the wheel and was last seen standing on deck forward of the pilot house.

Modernization of fishing methods is believed to be a large factor in reducing the number of fishermen lost during the past year. Instead of going out from schooners in dories and becoming caught in fog or freezing gales or swamped by high seas, a great many of the fishermen now go out in trawlers that drop net directly from their decks.

Big Tuna Haul

For the big tuna fish haul she landed and sold here on July 29, the local seiner *Santa Maria*, Capt. Joe Ciometaro, stocked \$4800 and the crew shared \$200 per man. The catch, a record one, consisted of 100,000 pounds of tuna.

Fathometer Equipped

The new *Columbus* will be Fathometer equipped. Other recent Fathometer installations have been made in the *Linta*, *Josephine & Mary*, *St. Peter*, *St. Teresa* and *St. Anthony*; also in the *R. Eugene Ashley*, *Whaling City* and *Elizabeth N.* of New Bedford. The new dragger for Frederick J. O'Hara of Boston will be Fathometer equipped.

Fire Sweeps Storage Building

Fire of undetermined origin swept a storage building at the Atlantic Supply Company's wharf, June 18, destroying a large amount of canvas and miscellaneous fishing gear belonging to 8 or 10 fishing vessels and skippers.

Stored in the building were flounder drags, haddock trawls, wire cable, hawsers, sails, and miscellaneous equipment of all kinds belonging to the *Gertrude L. Thebaud*, *Old Glory*, *Dawn*, *America*, *Ruth and Margaret*, *Teresa* and *Dan*, and *Mary M.*



The new dragger "Helen Mae", owned by Mrs. Christian Ross of Owl's Head, Me., and skippered by Capt. Frank Ross. She is 46'8" x 12' x 4'6", and has a capacity of 7 tons. She is powered with a Buda-Lanova 6-cylinder heavy duty Diesel, with 2:1 reduction gear. At 1200 rpm. this gives the boat a speed of 9 mph., swinging a 3-blade 32" x 26" Hyde turbine type propeller.

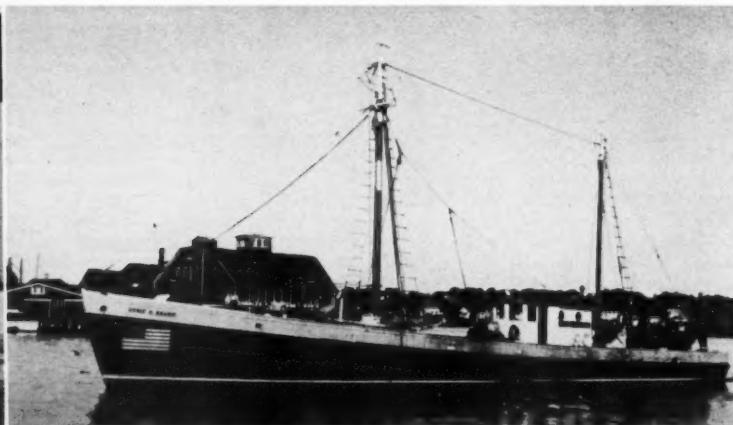
Capt. Fay Deon of the *Mary Deon*, sold some time ago to New Bedford, had his flounder dragging gear in the building. Capt. Archie McLeod of sch. *Dawn* landed his big cable after the last halibut trip and took on wire cable for Summer fishing. There were numerous reels of wire cable, valued at 24 cents a foot in the building, all of which may be a total loss.

In the building also were all of the *Thebaud's* topsails for racing, a mainsail which was used on the Chicago trip in 1933 and all of the Winter canvas.

Three vessels were endangered by the flames, the small netter *Barbara Fae*, sch. *Ruth and Margaret*, and sch. *Gertrude L. Thebaud*.

Capt. Rocha to Have New Dragger

A new dragger for Capt. Manuel Rocha of Gloucester is under construction at the yard of W. A. Robinson, Inc., Ipswich. She will have a length of 93 ft., 21½ ft. beam and 11½ ft. draft. Her hull will be of schooner type and she will have a capacity for 95,000 pounds of fish. Power will be furnished by a Cooper-Bessemer Diesel. It is expected the craft will be completed in November.



Left to right: Engineer Frank Ashburn and Captain-owner Phil Filletto of the "Rosie & Gracie" of Gloucester. The vessel, shown at right, is a converted sub-chaser, 110 x 15 x 9 and is equipped for dragging from one side. She is powered with an Atlas Diesel engine, 6 cylinder, 200 hp., 10½ x 13, 325 rpm., turning a 55 x 48 Hyde propeller on a 4" shaft. Other equipment includes Edison batteries, Ritchie compass, Fathometer, Bludworth radio compass, 15 watt Harvey telephone, Hathaway winch, Household Marine range, and Wall rope.

Maine

Launches

"Columbus" at Damariscotta

THE time of launching for the new dragger *Columbus* at Harry G. Marr's yard, Damariscotta, Maine, gave unusual interest to the first plunge of this trim craft. Instead of sliding off the ways in daylight as is customary, the boat hit the water in moonlight at 1:00 A.M., on August 7. This was necessary to assure having the highest possible tide, since the yard is located nearly 15 miles from the open sea. However, in spite of all preparations, the boat became stuck on the ways when partly off, and it was after daybreak when she was fully afloat. The boat was christened by Muriel Marr.

Built for Capt. Jack Barbara of Gloucester, the *Columbus* is 90 ft. 6 in. long and 19 ft. 6 in. wide. She is of regulation dragger type and has a fish hold capacity of 125,000 pounds. Her fuel oil capacity is 3,000 gallons.

The boat is powered by a 200 hp. Atlas Diesel engine, 6 cylinders, 10 x 13, 300 rpm., direct reversing with an in-built sailing clutch. The engine turns a 60 x 40 Hyde propeller on a 5" Monel shaft. A Babbitt stern bearing was supplied by Hyde.

There is a 10 hp. Atlas auxiliary generating set. Both the main and auxiliary engines were placed in the hull during early stages of construction.

Complete dragging equipment and deck gear, including winch and fish hoist, were furnished by Hathaway Machinery Co. There are two No. 2 Edson diaphragm deck pumps and one built-in rotary pump.

Other equipment on the boat includes Fathometer depth finder, Edison batteries, Shipmate range, Ritchie compass and Wall Rope. The steering equipment consists of an Edson trawler-type steerer with reduction gears, suited to an Edson quadrant and furnished with bronze bushed bearings and Ale-mite lubrication. There is a 42-inch Edson pilot house wheel. The boat is painted with International paint. She will be outfitted at Damariscotta, and is expected to be ready for service in about a month.

Install Radio Telephone Sets

The sardine fleet of the North Lubec Mfg. & Canning Co. of Rockland, Me., has been equipped with 10 watt Jefferson-Travis Radiotelephones. The three carriers are the *Rose W.*, Capt. Bert Hutchinson; *Double Eagle*, Capt. Leighton and the *Nokomis*, Capt. Walter Jones.

Capt. A. A. Bain, owner and operator of the dragger *Muskegon* has equipped his boat with a 25 watt Jefferson-Travis Radiotelephone.

The work has been under the direction of the Maine Coast Distributing Corporation of Camden. The telephones were manufactured by the Jefferson Travis Radio Manufacturing Corporation of New York and are said to be the last word in the way of ship to shore communication.

Similar installation was made recently on fish carriers of the Quoddy fleet.

Station WOU, which is the key land station of this area, at Green Harbor, 25 miles South of Boston, provides free of charge weather reports and medical advice in case of need. In addition to this channel and the ship to ship channel the sets are provided with a Coast Guard channel to be used only in case of emergency.

The crystal-controlled stations on the boats operate on six volts on storage batteries carried and charged on the vessels.

Mitchell Packing Crabmeat

Harold L. Mitchell recently took space on the old Thordike and Hix wharf for a fresh crabmeat business. Several pickers are employed, and the product is packed in 1/2 pound fiber cans.

New Marine Supply Store

Rockland Boat Shop, operated by Axel Gronros at Rockland, Maine, has opened a marine supply store in connection with its plant. A representative line of products will be stocked, in-



Above: Muriel Marr about to christen the new dragger "Columbus" at the Harry G. Marr boat yard, Damariscotta, Me. Below: the "Columbus" as she slid down the ways and out of the boat shop.

cluding Wall rope, Gray engines, Columbian Bronze propellers, Exide batteries, International paint and Wilcox-Crittenden hardware.

Maine Landings for June

The total value of fish and shellfish landed in Maine ports during June was about \$45,000 less than that for the same period last year, according to Sea and Shore Fisheries statistics released by Commissioner Arthur R. Greenleaf on August 5. The figures were \$278,700 as compared with \$321,900 for June 1939.

A big decrease in herring landings made a sharp dent in the total. Whereas last year weermen and seiners sold \$102,000 worth or 145,000 bushels, this year they had but 64,000 bushels which brought them \$37,000. Herring landings for July were much better according to Greenleaf but a run of fish too large for canning cut the figures considerably.

Other items included: 490,000 lbs. codfish; 696,000 lbs. haddock; 905,000 lbs. hake; 881,000 lbs. pollock; 966,000 lbs. rose-fish; 152,000 lbs. flounders; 282,000 crabs; 1,750,000 sand-worms; 105,000 lbs. mackerel; 15,000 lbs. salmon; 10,750 bushels of clams.

A canning operation in Stonington by R. K. Barter was given as the reason for a big increase in crab landings. Last year in June fishermen sold but 153,000 of this variety.

Fishermen Offered Prize for Largest Tuna

In an effort to get a better check on the average size of Maine tuna fish taken by both commercial and sports fishermen, ace angler Henry Strater of Ogunquit offered a

cash prize of \$50 for the largest fish landed by any legal method along the coast this season. The contest which became effective July 23 will close on October 15th and is open to everybody. Strater has designated Dick Reed of the Maine Development Commission to supervise the contest and all entries should be sent to Reed at the State House, Augusta.

All fish must be properly weighed and measured to ascertain the girth and the length from the nose to the center of the tail. At least two witnesses must verify the figures.

Strater who is pioneer in the development of tuna fishing in Maine has stipulated that fish entered for his prize must not be entered in any other Statewide contest.

On August 1 a 704 pound tuna harpooned by Elliot Gilbert of New Harbor took the lead in the big fish contest according to Dick Reed of the Maine Development Commission. Gilbert who is highliner with 13 fish averaging over 600 pounds each this season entered his giant bluefin through Sea and Shore Fisheries Warden Fred Duplissy of New Harbor.

Reed who is managing the contest predicted that Gilbert's fish would not stay out ahead for long, stating that several weighing over 800 pounds were landed by commercial fishermen in various ports along the coast last season. He said that entry blanks were now available from all Sea and Shore Fisheries wardens, the Development Commission, fish dealers and the Maine Publicity Bureau.

Gilbert's fish was 9 feet long, had a girth of 7 feet and was taken 1 mile southeast of Pemaquid Point at highwater on a clear day with an easterly breeze blowing.

Bailey Island Tuna Day

August 3 was Tuna Day at Bailey Island, but had it not been for Capt. Charles Oliver of Portland, the Tuna Day program would have been a complete failure. Capt. Oliver arrived in port with a 378-pound tuna caught by Dr. Harry G. Erwin of Lagrange, Ill., who won the trophy offered for the biggest tuna landed, as his was the only tuna landed.

One of the features of the Bailey Island Tuna Day was a race in bait tubs by two veteran lobster fishermen.

The 1939 trophy winner was a 700-pound tuna caught by Howard W. Dunbar of Worcester, Mass., which was Mr. Dunbar's first tuna.

Close Call for 1,000,000 Lobsters

More than 1,000,000 lobsters owed their lives on July 31 to the Boothbay Harbor fire department and 30 volunteers.

The firemen were summoned to the State lobster rearing station, where the pumping equipment had broken down and the great numbers of valuable fourth stage crustaceans, which need constantly circulating water, were in danger of suffocation.

The men stirred the water in each tank by hand until the firemen got their pumps into action, and kept them running until the station machinery was repaired.



On board the tuna fisherman "Butch" of Bailey Island, Me., which is powered with a Chrysler engine. Left to right: Dr. Thayer of Worcester, who caught a 469 lb. tuna the day the picture was taken; Howard Dunbar of Worcester and Capt. Jesse Johnson of Bailey Island. Mr. Dunbar, owner of the boat won the 1939 trophy with a 700-pound fish.

New Wooden Trawler for Usen

Snow Shipyards, Inc., has just closed a contract for the construction of a 124-foot wooden beam trawler for the Irving Usen fishing interests of Boston.

The boat will be similar in general lines to the one now under construction at this yard for the Sea Trawling Corp., but will be somewhat larger and with 20 per cent greater fishing capacity, and materially different in details within the hull and house.

She will be powered with a Fairbanks-Morse Diesel.

Building Dragger Hull

Harvey Gamage of So. Bristol, Me., is building, on speculation, a 68 ft. dragger type hull. Designed by Eldredge-McInnis, Inc., of Boston, the boat will incorporate several improved, modern features. It will be of oak construction throughout and will have a fish capacity of 75,000 pounds.

Fisheries Wardens Hold Annual Meeting

Sea and Shore Fisheries wardens at their annual meeting held recently in Boothbay Harbor discussed a variety of problems pertaining to their jobs and received assurances of continued improvement in the facilities of the department and better working conditions for themselves from Governor Lewis O. Barrows and Commissioner Arthur R. Greenleaf.

At the business session the work of the past 12 months was reviewed and Greenleaf told the men just what he expected them to do during the next year. Among the leading topics discussed was clam propagation, the lobster situation, civil service for the wardens and Canadian competition.

The wardens unanimously agreed that there should be a revision of all fisheries laws and the feasibility of one state-wide general clam law was discussed.

Fishing Boat Models to Race

On August 31 the annual race of model fishing schooners will be held off Cape Porpoise, Me. These races will be the official State championships and prizes will be given to accompany the trophy sponsored by Sea and Shore Fisheries Commissioner Greenleaf. Capt. Frank Sinnott now holds the title of champion. About 20 boats have been constructed during the Winter at Cape Porpoise and are expected to give Capt. Sinnott a hard race to keep his title. The boats must be of fishermen's design either sloop or schooner and not over 50 inches in length.

Entrants from Bath, Thomaston, Rockport, Boothbay Harbor, Eastport and other shipping centers have sent in their entries to participate in the race, and the winner will challenge all skippers in New England for a race to be held later in the season.

Ramsdell Heads Sardine Packers

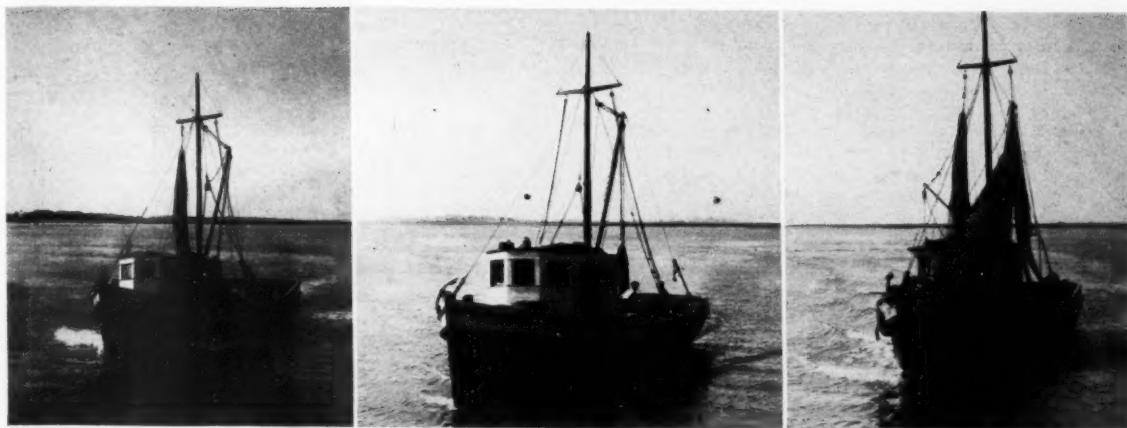
Alvin C. Ramsdell of Rockland was re-elected President of the Maine Sardine Packers' Association at the annual meeting in Bangor on August 5. Fifteen packing concerns were represented. Other officers are: Frank A. Pike, Ralph B. Stevens, Yarmouth, second Vice-Presidents; James Abernethy, West Pembroke, Secretary-Treasurer; James Sullivan, Milroy Warren and M. P. Lawrence, all of Lubec, members of the Board of Directors.

Frank A. Pike, Ralph Stevens, J. E. Wass of Southwest Harbor, A. C. Ramsdell, Glenn Lawrence of Belfast and James Abernethy will work in cooperation with the Maine Development Commission to better the Maine sardine industry.

Mr. Abernethy stated that Maine was far behind in its packing activities this year and he doubted that they would be able to equal the pack of 1939 which totaled 2,176,000 cases, the largest pack since 1919.

He pointed out that there should be a big demand for Maine sardines as a result of the war, the Norwegian supply having been completely cut off.

Up to August third, 500,000 cases of Maine sardines had been packed, as compared with 1,150,000 for the corresponding period of 1939. The reason for so great a decline was stated as being that fish along the Maine coast are running too large to make good sardines.



Three Fernandina, Fla., fishing boats, owned by Charles Ludwig. Left to right: the "Queen Marie", powered by a Caterpillar Diesel D8800, the "Silver Queen", powered with a Caterpillar Diesel D4600, and the "Kathryn Jean", powered with a Caterpillar Diesel D8800.

Florida

Seeking Patrol to Protect Sponge Industry

THE Governor of Florida was requested early in July by the Tarpon Springs Chamber of Commerce and the Tampa Chamber of Commerce to establish a 24-hour patrol of Gulf waters to prevent the gathering of sponges under the minimum size set by law.

Copies of the resolutions passed by the two bodies have been sent to Senator Andrews of Florida and Secretary of the Interior Ickes, with a view to establishing a patrol beyond the ten-mile limit, where the state has no control over sponge fishing. The patrol would extend along the whole coast of Florida, and into the Straits of Florida.

Ray B. Cralle, Tampa Chamber of Commerce president, in urging the adoption of the resolution in Tampa, pointed out how the beds had been wiped out by a fungus disease, all along the coast, and that a new growth had just started. This must be permitted to grow if the industry is to remain.

A one-boat patrol is being asked for the present, to be operated night and day.

Tagged Shrimp Reveal Strange Customs

Tagging of shrimp along the coasts, which was begun several years ago, has revealed many strange customs among shrimp, according to announcement from the United States Fish and Wildlife Survey.

Fish are caught and tagged and then released by survey men. The work began four years ago on the Atlantic coast and about a year ago on the Gulf coast. Tiny celluloid tags are used, bearing identification numbers, and directions for returning. A pin thrust through its mid-section holds the tag onto the shrimp.

It has been found that Atlantic coastal shrimp, like millions, winter in Florida. The largest shrimp found did not exceed four ounces in weight.

Several other curious facts were gleaned about shrimp. Gulf shrimp, for instance, do not cross the mouth of the Mississippi river. The longest migration by a shrimp, was made by one which went from Morgan City, La., to Galveston, Tex., where he was caught six months after tagging.

However, 1000 shrimp have been lost, in a phenomenal disappearance. This number were tagged in Lake Portchartrain, and despite intensive fishing in the area, not one was recovered. So where these shrimp winter remains a mystery.

Uncle Sam pays 50 cents for the return of the shrimp and tag, with information of where it was caught. For a tag alone, the reward is 25 cents.

New Shrimp Cannery

Apalachicola, Fla., will soon have a new shrimp cannery.

Louisiana

New Shrimp Law Now Goes Into Effect

PROMulgATION of a new shrimp act marked the latest attempt to solve a problem which has plagued legislatures and enforcement officials since the discovery of commercial quantities of Jumbo shrimp first began to attract out-of-state fishermen to the deep waters off Louisiana.

The influx of Florida boats, especially built for deep water fishing, and the discovery of methods of shipping over long distances suddenly tipped a balance which had lasted for generations.

Formerly, fresh shrimp were a short-haul commodity, packed in heavy barrels of ice which ran up freight bills. Now they are shipped across country beheaded and frozen solid in light cardboard containers.

The idea reached Louisiana in 1934 and within three years the salt water shrimp business, already more than a million dollar item in the State's economics, increased more than 100 per cent.

Canners feared excessive competition and depletion of supplies. The native fishermen worried. Together they tried to obtain a stiffening of the 1932 act regulating exploitation of shrimp resources by outsiders.

However, the 1938 legislature refused to enact a proposed stiff license fee for non-Louisiana boats.

Divisions within the industry continued, however, and the 1940 special session enacted a \$2,000 license fee on boats owned by non-residents who caught shrimp in the Gulf of

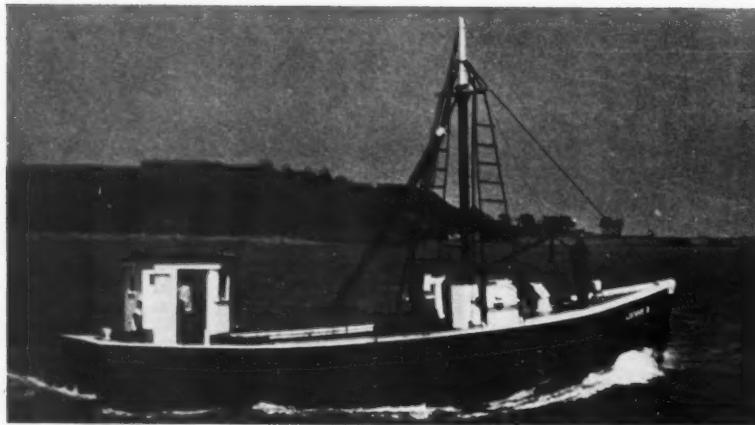
The plant, formerly occupied by the Acme Packing company, has been leased to S. Litrico, owner of the Florida shrimp company formerly of St. Augustine, but now to be permanently associated with Apalachicola.

New machinery and equipment is being installed in the building, a new conveyor plant will be used and plans are under way to begin canning shrimp at the start of the regular season. Owning only three or four boats, Mr. Litrico said he hopes to use as many Apalachicola boats as are able to supply the cannery.

Season Closed on Sponge Crabs

The State Board of Conservation again has adopted a closed season for another 12 months' period on all female sponge crabs in all waters of the State.

Crabmeat producers asked for this protection of their supply, and the action was recommended by Supervisor of Conservation R. L. Dowling.



Left: The "Jennie B.", owned by Capt. Anthony Thomas of Provincetown, Mass. She is 39' x 12' x 5'7", and is powered with a Superior Model MRA-6 marine Diesel and equipped with a propeller of 30" dia. by 22" pitch with three blades. Right: Capt. Anthony Thomas, owner and skipper of the "Jennie B".

Mexico and brought them into a Louisiana port for handling and shipping. It provided also for reciprocal agreements with other coast States.

The bill was attacked immediately and a repeal movement was launched in the regular session just finished.

A new complication appeared with reports that extraordinary weather or overfishing had temporarily depleted Florida and other Eastern shrimp waters and diverted an even larger number of Florida boats to Louisiana waters.

The session finally evolved a bill on which fishermen, canners, dryers, freezing processors and others could agree at least long enough for passage.

In effect it limits the out-of-state boats in Louisiana waters and on the deep gulf runs out of Louisiana ports to those which had established themselves by June 1, and at the same time preserves the reciprocal agreement with Mississippi under which fishermen working East of the Mississippi river used the waters and dealt with canneries of the neighboring State.

Shrimp Season Officially Opens

The Louisiana shrimp season officially opened August 10, following the annual blessing of the shrimp fleets, a time-honored custom among Louisiana shrimp fishermen, according to the Louisiana State Department of Conservation.

With a ceremony dating back several centuries, the colorful blessing of the shrimp fleet on the bayou waters of south Louisiana is held each year, usually during the first week of August before the official opening of the shrimp season.

General Seafoods Buys Shrimp Concerns

General Seafoods Corp. has purchased the assets and business of Gulf Fish & Shrimp Co., Inc., of New Orleans, La., and the National Seafoods Co., Inc., of Galveston, Texas. J. Lawrence Alphen, formerly of Gloucester, President and General Manager, announced on August 1st.

These acquired companies will quick-freeze and can shrimp, besides handling the fresh product. Headquarters of the shrimp division will be maintained in New Orleans; the main plant will be at Golden Meadow, La. Other plants will continue at Galveston, Port Sabine, Freeport, Port Lavaca, Port O'Connor and Aransas Pass, Texas.

The new shrimp division employs 500 workers. These shrimp companies now operate 12 draggers and buy shrimp from more than 600 individual fishermen.

General Seafoods will start building in Louisiana yards at once a fleet of 10 shrimp draggers, each about 60 feet long and costing \$10,000 each. These new draggers will be ready for deep-water Winter fishing to follow the seasonal shrimp migration.

C. L. Daniel, managing owner of National Seafoods Co., Inc., will become general manager of the shrimp operation for General Seafoods. C. Allan Greiner, manager of Gulf Fish & Shrimp Co., Inc., will become production manager of General Seafoods shrimp division.

Virginia

Fishermen Wonder Where Croakers Have Gone

WHAT'S become of the croakers? That's the question fishermen—both sportsmen and commercials—are asking throughout Virginia. For the croaker, most abundant of all Chesapeake Bay edible species, is conspicuously absent this Summer.

One fish-packing plant at Newport News, which shipped over 1,500,000 bushels of croakers last Summer, has dropped to a fraction of their former catch.

Whether the phenomenon is temporary (caused perhaps by the unusual weather of the past six months) or whether it is permanent, is a question that is being considered by the Commission of Fisheries. For croakers last year were the biggest single item of Virginia's seafood income. A permanent decline in the croaker supply would be a real tragedy for many Virginians.

To Maintain Present Bounds

Divisional lines of the Virginia Commission of Fisheries, and of the Commission of Game and Inland Fisheries will remain at their present status pending the fisheries' body's consideration of changes proposed by the Game authorities.

A resolution suggesting changes to give the gamesters greater jurisdiction in the Tidewater area of the State was received by the Fish Commission at its meeting recently in Newport News, but action on the proposal was deferred until a later meeting at the suggestion of Fisheries Commissioner G. Walter Mapp.

The body voted also to authorize Inspector A. E. Ewell of Norfolk and Princess Anne counties to confer with State Park Commissioner Randolph Odell on his application to have the waters along the shore of the Seaside State Park near Cape Henry placed under the jurisdiction of the Park administration. The object of the request is to eliminate inshore pound nets, and other devices from the area.

Laboratory Work Advances

Plans for the operation of the Virginia Fisheries laboratory at Yorktown, under the sponsorship of the College of William and Mary and of the Commission of Fisheries are going ahead rapidly, according to Dr. Curtis L. Newcombe, who has been placed in charge of the work.

Voluntary Oyster Inspection

Two committees of Virginia watermen met early this month to discuss conservation of Chesapeake Bay fisheries resources and a system of voluntary oyster inspection.

A three-man fishermen's committee left Newport News on Aug. 9 to attend a second Chesapeake Bay fishermen's conference held at Crisfield, Md., under the sponsorship of the

Maryland Seeks to Improve Shad and Herring Industries

By Edward Bowdoin

A joint legislative program for the restoration of shad and herring industries was drafted by representative commercial fishermen of Maryland and Virginia at Solomons Island, Md., on July 16th. The Maryland members of the committee appointed were Albert Woodfield, of Galesville, Md., chairman, assisted by Ira A. Todd of Crisfield and Carroll Jackson of Tilghman. The Virginia group is composed of Enoch Hudgins, of Mathews County, J. Gary Menzel of Toano, and Jesse W. Tilghman, of Ocean View.

Edwin Warfield, Jr., chairman of the Maryland Conservation Commission, Walter G. Mapp, Comm. of Fisheries in Virginia, Dr. R. V. Pruitt, director of the Chesapeake Biological Laboratory, and R. A. Nesbit, representative of the Fish and Wild Life Service of the U. S. Dept. of Interior, attended the meeting in advisory capacities.

At a further meeting held in Crisfield on August 10, Virginia and Maryland commercial fishermen's sub-committees tentatively approved a six-point program to rehabilitate shad and herring fisheries in Chesapeake Bay through the following steps: Regulation of net spacing; possible changes in the length

Maryland Department of Conservation.

Members of the committee are: Enoch Hudgins, Bayon, Mathews County; Jesse Fulgham, Ocean View; and Gary Menzel, of Toano, James City County. They were appointed by Commissioner G. Walter Mapp following a joint meeting of fishermen and conservationists last month at Solomon's Island.

The committee of oystermen worked out details for voluntary oyster inspection with Mapp and with J. H. Meek of the Agriculture Department's Division of Markets.

Under the plan, oyster producers would submit their catch to the same sort of voluntary inspection which the Agriculture Department makes of farm produce. It would insure purity, uniformity, and high quality.

Members of the committee are F. M. Miles, R. L. Miles and Charles Ballard of Norfolk; O. A. Bloxom of Battery Park; and G. T. Elliott and James S. Darling of Hampton.

Complete Tour of Pound Nets

The patrol boat *Commodore Maury* of the Commission of Fisheries has completed a one-month's tour of pound net stands in Chesapeake Bay in co-operation with the Norfolk office of the U. S. Army District Engineers.

The survey was held at the request of the engineers to eliminate misplaced pound stakes in the Bay.

of the season; salvage of small fish now being wasted in fishery processes; licensing requirements; compilation of fishery statistics and allowing sufficient escapage of brook trout to assure natural reproduction.

Federal Control of the Crab Industry

Serious consideration must again be given to the proposition of having the Federal Government step in and regulate the catching and use of the blue crab of the Chesapeake.

Of primary importance is the cooking of sponge or egg-bearing crabs by the State of Virginia. This practice, it is believed, works a hardship on Maryland in two ways: It destroys the breeding stock; it enables Virginia to market crab meat, in competition with Maryland crabmeat, at a cheaper price because Maryland packers are forbidden by law to use sponge crabs, even though they are caught in the waters of other States.

In the interest of the crabbers, the crab packers, and the communities which are dependent upon the crab industry, cooperative action by Maryland and Virginia should not have to wait upon action by the Legislatures of the two States. Sufficient authority, it is stated, rests in the hands of the Commission of Fisheries of Virginia to put a stop to much of the waste of crabs in Maryland.

Good Oyster Season Predicted

The oyster season will open in the Maryland waters of the Chesapeake Bay and its tributaries on September 1st in some sections and on Sept. 15th in all parts of the bay.

From Sept. 1st until November 1st only tonged oysters and those off private beds are used. Only a few packing houses open at the beginning of the season but gradually as the season advances all houses open for business.

There is expected to be a large increase in the oyster production in the Maryland waters of the Chesapeake this season. The state has been planting shells and seed oysters for several years and a great many oyster areas will be opened for tonging and dredging.

"Tony Faust" Converted Into Run Boat

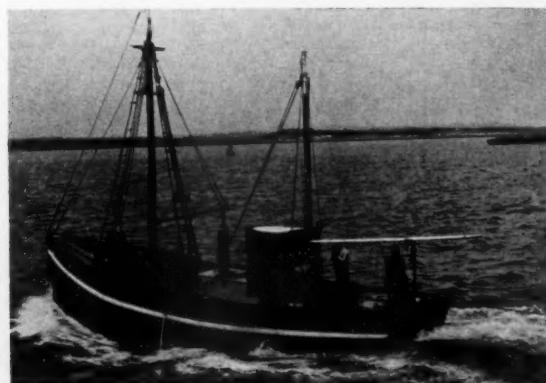
The *Tony Faust* a noted Chesapeake bay two-masted schooner was converted into a run-boat during the last of July by Nat Gates, Jr., & Son, marine merchants. A 90 h.p. Superior Diesel engine was installed. The boat will be used in the oyster freight trade in Port Norris, N. J. The *Tony Faust* is now owned by William P. Riggan of Port Norris, and is in charge of Captain Mort Lowe of that place.

Fisheries Laboratory to Be Constructed

Construction of the \$100,000 Bureau of Fisheries Laboratory at College Park, Md., is expected to start shortly. The contract has been awarded to T. Calvin Owens of Bethesda, Md. The building will be of Colonial design, three stories high, and will contain ample space for laboratory work as well as office and storage space. Funds for the construction were made available through a PWA allotment.



Left: Capt. John Santos and two members of the crew aboard the "Mary Madelyn", owned by Capt. Santos and John Gomes of Provincetown, Mass. This boat, shown at the right is 38 by 12½ x 4½ and is powered with a Superior Model MRD-4 marine Diesel engine. She is equipped with a 3-blade propeller, and has a speed of 8 mph. at 1500 rpm.



Fulton Market Wholesale Prices

Species	July 1-6	July 7-13	July 14-20	July 21-31
Bluefish	.18-.22	.16-.16	.13-.22	.10-.22
Bonito	.021/4-.04	.021/2-.05	.03-.04	.01-.04
Butterfish	.03-.12	.041/2-.12	.031/2-.12	.02-.09
Codfish, steak	.06-.10	.04-.10	.05-.11	.03-.10
Codfish, mkt.	.031/2-.051/2	.04-.05	.03-.05	.03-.06
Croakers	.011/2-.04	.021/2-.031/2	.02-.04	.011/4-.04
Eels	.02-.08	.01-.10	.03-.10	.10-.121/2
Flounders	.031/2-.14	.01-.12	.021/2-.12	.02-.12
Fluke	.03-.18	.03-.16	.04-.16	.06-.16
Haddock	.011/4-.05	.021/2-.06	.011/2-.05	.011/2-.06
Hake	.021/2-.05	.02-.05	.021/2-.041/2	.011/2-.04
Halibut	.14-.16	.14-.18	.121/2-.18	.13-.20
King Whiting	.02-.06	.01-.05	...	.02-.08
Mackerel	.01-.09	.01-.10	.011/2-.07	.02-.15
Pollock	.03-.06	.03-.05	.04-.05	.02-.05
Salmon, Pacific	.17-.23	.18-.22	.15-.22	.18-.20
Salmon, Atlantic	.25-.28	.25-.25	.25-.28	.15-.20
Scup	.02-.04	.02-.04	.011/2-.04	.001/2-.04
Sea Bass	.02-.11	.02-.10	.02-.10	.03-.12
Sea Trout, gray	.04-.20	.031/2-.20	.021/2-.23	.01-.20
Red Snapper	...	.16-.16	.14-.14	.15-.16
Sole, gray	.02-.081/2	.02-.06	.04-.07	.02-.10
Sole, lemon	.08-.11	.07-.08	...	.08-.11
Striped bass	.16-.25	.12-.25	.20-.25	.15-.25
Swordfish	.40-.50	.25-.30	.28-.35	.20-.30
Tilefish	...	.03-.05	.021/2-.05	...
Tuna	...	.05-.10	.07-.121/2	.03-.09
Whiting	.001/2-.021/2	.001/2-.04	.01-.03	.01-.04
Yellowtails	2.50-7.00	2.25-5.00	3.00-7.00	1.50-6.00
Clams, hard	.75-.6.50	.75-.5.50	1.00-.6.00	.75-.5.50
Clams, soft	1.50-3.00	1.00-3.00	1.50-3.25	1.50-3.00
Conchs	.75-.1.25	.50-.1.60	.50-.1.25	1.00-1.25
Crabs, hard	1.25-.2.50	1.00-.2.50	.75-.2.50	.75-.2.50
Crabs, soft	.25-.2.00	.15-.1.75	.20-.2.25	.15-.2.00
Crabmeat	.20-.55	.18-.60	.15-.60	.30-.65
Lobsters	.26-.33	.34-.38	.35-.41	.24-.40
Scallops, bay	2.25-2.25	2.25-2.75	...	...
Scallops, sea	1.30-1.30	1.30-1.35	1.30-1.35	1.30-1.35
Shrimp	.09-.25	.08-.23	.05-.21	.04-.20
Squid	.011/2-.04	.011/2-.021/2	.011/4-.02	.01-.03
Frogs' legs	.50-.55	.30-.50	.40-.60	.40-.60

"Dead End Kid" Makes Real Fishing Voyage

The first trip ever made by a "dead end Kid" from New York's East Side aboard a real fishing boat to the Grand Banks was recently made by Mike Cestaro amid a flood of feature stories and pictures about the trip in many newspapers.

Mike won the right to make the voyage when he captured the "Fish Cooking Contest" for "dead end kids" sponsored by the Fishery Council at the Boys' Club of New York. Through the courtesy of Chesebro, Robbins & Graham, Inc., of 1-2-3 Fulton Market, he made the trip on the *Katie D.*

After the press got through with the event, the radio people saw the great feature angles of the trip and had Mike on four radio programs, some of them National, after he returned to New York.

A similar contest was held with the Boy Scouts of America under the auspices of the Fishery Council. The winning boy will be sent to the Grand Banks while other Boy Scouts will be the guests of Governor Herbert R. O'Conor of Maryland on the "world's largest fishin' hole", the Chesapeake Bay.

Promotional Campaign Ends Successful Year

The consumer educational campaign started by the New York dealers to increase the consumption of fish and shellfish has just completed its first year of successful activity under the Fishery Council. Indication that the work has been found worthwhile is the 400% increase in appropriations to support the campaign—and the continual adding of new members.

Started as a local proposition the fish promotional campaign under the Fishery Council has spread throughout the country. The Philadelphia Wholesale Dealers' Association joined as a unit and members from Florida to Massachusetts have come into the Council.

Fishery Council Outing

Fulton Market is getting set for its annual Summer outing which is run under the auspices of the Fishery Council. This year's affair promises to be the best ever. It will be held at Bear Mountain on Saturday, September 7. Henry Dusek is chairman of the outing committee.

Out-of-towners might well take advantage of this occasion to meet their business contacts at Fulton Market and also take in the World's Fair on the following day, Sunday. The Council offers reduced rate tickets to the Fair and will take care of all hotel and railroad arrangements. The Council can be reached at 204 Water St., New York City.

Demand for Fish Holds Up

Demand for fish at Fulton Market held up longer this Summer than in many past Summers. It was not until the last week in July that the usual Summer slump began. Thus there were three weeks of brisk business which was not expected.

The good business might have continued on but New York was hit by a heat wave which broke records. Just as soon as the temperature gets back to normal a continuation of the demand is expected.

Good Market for Bluefish and Weakfish

Bluefish and large weakfish are looked for with no production coming up. Anybody who can get these varieties will find a great market for them in New York.

Long Island Oyster Beds Being Studied

By C. A. Horton

REGULAR annual studies of the spawning and setting of oysters in Long Island Sound are now in progress, according to the Fish and Wildlife Service, U. S. Dept. of the Interior. Already 15 sampling stations have been established throughout the larger part of the Connecticut oyster producing bottoms.

Weekly visits to each station are made, and frequent bulletins are issued to the oyster industry relative to changes in the water temperature and the condition of the oysters.

Many of the oyster growers, acting on advice from the Milford, Conn., laboratory of the Service, have resumed the application of lime to the oyster beds in an effort to control starfish. This has proved a very effective procedure, operators report.

Long Island Catches

Large quantities of bunkers are being caught and shipped at Promised Land. Over 2,000,000 bunkers was a recent two days' catch.

Two swordfish weighing 200 pounds apiece were caught on hook and line off Montauk the latter part of last month. It was an unusual catch.

The Sheepshead Bay skippers are finding plenty of fish. Mackerel are off shore in large schools and sea-bass is making a good showing.

The big run of butterfish in the Sound off Orient Point was the best in years, during the past six weeks or more.

Skippers out of Freeport are making very good catches of mackerel. Daily catches are ranging from 95 to 696 per boat.

Catches of weakfish both in Peconic and Great South Bay are fair. The run from early Spring has been very satisfactory.

The catch of scallops has been good during the entire season. The demand has been very good.

Oyster Company Expanding

Due to its rapidly expanding business the Shelter Island Oyster Co. has purchased of the Greenport Lumber Co. additional property and is enlarging its opening and barreling plant on Racketts Basin.

The oyster companies have been on the rush loading shells on schooners and taking them across the sound to New Haven where they were planted on the oyster beds. The E. E. Ball Oyster Co. of Greenport estimated seventy to seventy-five thousand bushels had been disposed of from their plant.

Boston Pier Landings for July

(Hailing fares. Figure after name indicates number of trips.)		
<i>Adventure</i> (3)	258,000	<i>Kittiwake</i> (2) 397,000
<i>Adventure II</i> (4)	337,000	<i>Lark</i> (4) 351,000
<i>Alden</i> (4)	174,000	<i>Lark</i> (2) (Str.) 284,000
<i>Alice J. Hathaway</i> (2)	110,000	<i>Maine</i> (4) 456,000
<i>Alpar</i> (1)	135,000	<i>Margaret & Julia</i> (1) 43,000
<i>America</i> (2)	213,000	<i>Maris Stella</i> (3) 192,000
<i>Angie and Florence</i> (1)	60,000	<i>Marjorie Parker</i> (3) 132,000
<i>Arlington</i> (4)	374,000	<i>Mary & Julia</i> (2) 118,000
<i>Atlantic</i> (4)	370,000	<i>Mary Grace</i> (2) 87,000
<i>Bethulia</i> (1)	90,000	<i>Mary Jane</i> (3) 182,000
<i>Bettina</i> (1)	71,000	<i>Mary E. O'Hara</i> (4) 296,000
<i>Billow</i> (2)	265,000	<i>Mary W.</i> (5) 244,000
<i>Bittern</i> (2)	320,000	<i>Muriel & Russell</i> (3) 107,500
<i>Boston</i> (3)	409,000	<i>Neptune</i> (4) 369,000
<i>Breaker</i> (3)	322,000	<i>New Bedford</i> (1) 57,000
<i>Breeze</i> (2)	213,000	<i>Newton</i> (3) 362,000
<i>Brookline</i> (4)	423,000	<i>Ocean</i> (3) 464,000
<i>Cambridge</i> (3)	282,000	<i>Olympia</i> (4) 187,000
<i>Cape Ann</i> (1)	30,000	<i>Palestine</i> (3) 126,000
<i>Capt. Drum</i> (4)	186,000	<i>Plymouth</i> (3) 307,000
<i>Catherine Graffeo</i> (3)	111,000	<i>Quincy</i> (3) 299,000
<i>Charles S. Ashley</i> (1)	64,000	<i>Raymonde</i> (2) 57,000
<i>Clarence B. Mitchell</i> (3)	62,400	<i>R. Eugene Ashley</i> (3) 165,000
<i>Comber</i> (1)	118,000	<i>Rio Douro</i> (1) 125,000
<i>Cormorant</i> (3)	411,000	<i>Ripple</i> (2) 223,000
<i>Crest</i> (1)	204,000	<i>Rita B.</i> (2) 163,000
<i>Dawn</i> (1)	75,000	<i>Rose Marie</i> (3) 130,000
<i>Delaware</i> (4)	501,000	<i>Rosie</i> (5) 88,000
<i>Dorchester</i> (4)	358,000	<i>Saint Ann</i> (3) 211,000
<i>Ebb</i> (3)	320,000	<i>St. George</i> (1) 149,000
<i>Edith L. Boudreau</i> (2)	114,000	<i>Saint Joseph</i> (4) 68,000
<i>Elizabeth N.</i> (3)	160,000	<i>Sea</i> (1) 177,000
<i>Elk</i> (2)	116,000	<i>Sea Ranger</i> (2) 108,000
<i>Ethel B. Penny</i> (1)	50,000	<i>Serafina N.</i> (4) 266,000
<i>Eunice Lillian</i> (1)	69,000	<i>Shamrock</i> (2) 133,000
<i>Evelyn G. Sears</i> (1)	47,000	<i>Shawmut</i> (3) 323,000
<i>Fabia</i> (3)	320,000	<i>Spray</i> (2) 417,000
<i>Famiglia</i> (4)	177,400	<i>Squall</i> (2) 465,000
<i>Flow</i> (3)	360,000	<i>Stanley B. Butler</i> (2) 116,000
<i>Frances C. Denehy</i> (2)	96,000	<i>Storm</i> (3) 502,000
<i>Frank Grinnell</i> (4)	139,000	<i>Surf</i> (2) 442,000
<i>Gale</i> (2)	516,000	<i>Swell</i> (3) 499,000
<i>Geraldine & Phyllis</i> (2)	130,000	<i>Thomas Whalen</i> (4) 431,000
<i>Gertrude DeCosta</i> (2)	122,000	<i>Three Sisters</i> (2) 88,000
<i>Gertrude Parker</i> (3)	138,000	<i>Tide</i> (3) 665,000
<i>Grand Marshall</i> (3)	163,000	<i>Triton</i> (4) 407,000
<i>Harriet N. Eldredge</i> (3)	156,000	<i>Trimount</i> (3) 271,000
<i>Hekla</i> (3)	350,000	<i>Vagabond</i> (3) 157,000
<i>Helen M.</i> (2)	78,000	<i>Vandal</i> (3) 221,000
<i>Illinois</i> (4)	480,000	<i>Venture II</i> (3) 200,400
<i>Ivanhoe</i> (2)	90,000	<i>Wamsutta</i> (3) 151,000
<i>J. B. Jr. II</i> (5)	80,500	<i>Wave</i> (4) 746,000
<i>J. M. Marshall</i> (2)	142,000	<i>Wintrop</i> (4) 352,000
<i>Jennie & Julia</i> (5)	280,000	<i>Whaling City</i> (1) 69,000
<i>Josie M.</i> (3)	65,000	<i>Wm. J. O'Brien</i> (3) 314,000
<i>Julia & Eleanor</i> (3)	183,000	<i>Wm. L. Putnam</i> (1) 64,000
<i>Killarney</i> (1)	45,000	<i>Winchester</i> (4) 466,000

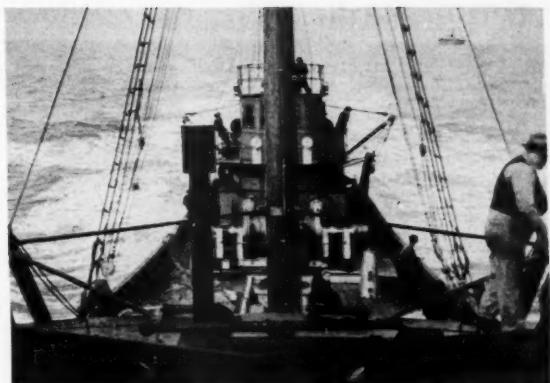
Trawlers Sold to Government

DURING the early part of August, 12 steel trawlers were purchased for use as mine sweepers by the United States Navy. They included all modern Diesel-powered craft representing the entire fleets of three operators.

They are the *Bittern* and *Kittiwake* owned by Atlantic Coast Fisheries Co.; the *Delaware*, *Illinois* and *Maine* owned by Booth Fisheries Corp.; and the *Jeanne d'Arc*, *Villanova*, *Fordham*, *Holy Cross*, *Boston College*, *Georgetown* and *Notre Dame* owned by F. J. O'Hara Trawling Co.

It is reported that further negotiations are under way for additional vessels in the Boston fleet.

The 12 vessels just purchased represent approximately a quarter of the trawler fleet. Previous to this recent depletion, several older vessels were scrapped or sold during the past two



The "Kittiwake", one of the Boston trawlers sold to the United States Navy, powered with a 575 hp. Model 37 Fairbanks-Morse 5-cylinder, 2-cycle, 300 rpm. direct reversing Diesel, 14" bore x 17" stroke.

years, so that the present trawler fleet numbers only about half of its peak size of a few years back.

No shortage of fish is feared, since there is much steel tonnage left, which with the wooden vessels, will keep the Pier supplied with enough fish to meet requirements.

General Foods Sales Conference Held

The annual sales conference of the General Seafoods Corporation started Aug. 1 with a luncheon and talks.

The principal speaker was W. M. Robbins, president of the General Foods Sales, Inc.

An outing featuring golf was followed with dinner and entertainment, attended by employees and executives of General Seafoods Corp. and 40-Fathom Fish, Inc.

Lister-Blackstone Installations

The following vessels have been recently equipped with Lister-Blackstone Diesel auxiliary plants, sold and installed by Diesel Engine Sales & Engineering Corp., Boston: *Rita B.*, owned by Jack Busalacchi of Boston; *Harriet N. Eldridge*, owned by William D. Eldridge of New Bedford; *Ruth and Margaret*, owned by Atlantic Supply Co., of Gloucester; and the *Famiglia* of Boston.

On the Ways

During the month of July the following fishing vessels were on the Atlantic Works of the Bethlehem Shipbuilding Corp.: *Alice and Mildred*, *Frances C. Denehy*, *Dorchester* and *Ebb*.



Power for boists on the R. O'Brien & Company trawlers is supplied by Willard marine type storage batteries.

Wisconsin Fishermen Still Dispute Regulations

ACCORDING to an editorial appearing in the Milwaukee Journal on July 29, there seems to be continued controversy over the commercial fishing regulations made by the Conservation Commission and sustained by the courts.

Fishermen claim that these regulations are not perfect. They say that the exact measure of a net that is made of twine, and that shrinks or expands under varying conditions of dryness and moisture, seems to be a dubious thing on which to base regulations.

Beyond that, there is the problem of spawn fishing, which some fishermen claim is the one and only problem that really needs to be solved. They say that, if spawn fishing is wholly prohibited—except perhaps really expert spawn fishing, by the conservation department itself, to get no more than just enough spawn for its hatcheries—the fish in the Great Lakes will come back.

Some fishermen have strongly opposed the State Conservation Department's order outlawing nets with less than two and one-half inch mesh in Lake Michigan and Green Bay. The State Supreme Court has ruled the order constitutional and recently Secretary of State Martin affirmed the legality of an amendment to the disputed Conservation Department order providing for the use of two and three-eighths inch mesh net in the lower part of Green Bay until Jan. 15, 1942.

Booth Fisheries Shows Profit Increase

At the end of its fiscal year recently, the Booth Fisheries Corp. showed the largest profit in the history of the present company, a net income of \$153,502.57, approximately \$100,000 more than the company's previous year's earnings. The company also declared a dollar dividend on second preferred stock.

The company reports that continued progress has been made in the marketing of quick frozen fish, seafoods, fruits, vegetables and poultry.

Michigan

Bert Lawson, operating out of Muskegon, Mich., is completing a new 34 foot fishing tug. The new boat will replace a 28 footer that he constructed five years ago. She will be placed in operation for Fall fishing, and will be equipped with a Crossley net lifter.

Illinois

Wallace Green, of the Green Fishing Co. of Waukegan, Ill., has placed an order with the Sturgeon Bay Shipbuilding and Dry Dock Co., for a new all welded 40 ft. fishing tug. She will be completed in time for Fall fishing.



The "Alba R.", one of the outstanding cruisers of the year, shown on arrival at Red Wing, Minn. She is owned by Sam W. Robertson of Minneapolis, and is 45' long and 13' beam. She was built by the Burger Boat Works, Manitowoc, Wis. She is powered with a twin screw pair of Red Wing Waukesha Hesselman type "Spark Diesels", 6-cyl. engines of 3 3/4" x 4 1/4" bore and stroke, each developing 65 hp.

Oyster Convention

(Continued from page 6)

Excerpts from Dr. Radcliffe's Report

"The packer who puts out a poor product is hurting your business. The same is true of the jobber or retailer who waters his stock, fails to handle it properly or overbuys and holds it too long. As an individual you probably can't do much toward solving these problems, but you can make your desires felt through a cooperative organization such as the Institute.

"Our cooperation with State Conservation agencies is growing rapidly with benefit to all and our relationship has been most cordial. It is hoped that we may bring about the advertising of fishery products by state governments just as they are now expending 4 to 5 million dollars a year for agricultural staples.

"An organized consumer movement has advanced with surprising speed in recent years. In it there are elements of good and also elements of selfishness if not actual racketeering. We need to follow such movements closely and supply the facts about our product to prevent misunderstanding. We all want to improve conditions in our industry but when we leave it to someone outside the industry to lay down the rules, unfair and unnecessary hardships are apt to result.

"Food racketeers who lay claims against foods causing illness, etc., reap a rich harvest annually. This office has been able to render very helpful service to members in compiling material to be used, in at least one case causing the claimant to drop the suit. Whenever you are made defendant in such a case send all the facts to your Washington office immediately. We have been active in stopping the spread of stories of ancient vintage harmful to oysters and keeping members fully informed on allegations against oysters. By every means available to us we must discourage the bootlegging of oysters.

"During the year members have received 16 trade reports—Nos. 19-34. These have covered a variety of subjects—statistics, government administrative rulings, new methods of preparing oysters for market, and means for combatting enemies of oysters. With the remodeling of the economic forces of this world, increased taxation and other developments it behooves us to know the details of our business, trends, costs, etc., as never before. Send in suggested subjects you would like to have covered in this series."

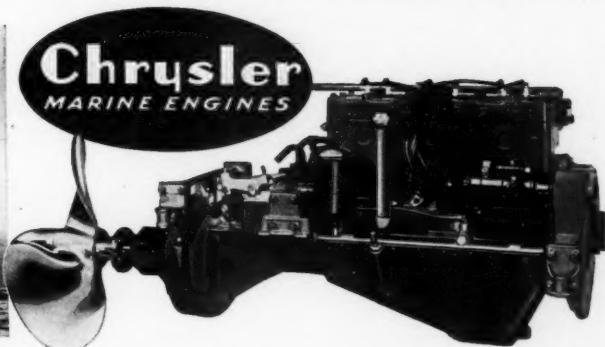
Standards of Practice

The Standards of Practice Committee under the Chairmanship of H. Gordon Sweet, met with J. F. Puncochar of the Fish & Wildlife Service to discuss the technological research program for the ensuing year. Among the research problems recommended were the following:

1. Continuation of research on freshness of oysters. Possibly pH test is best indicator. Additional studies should be made.
2. Relative keeping quality of oysters
 - a. Blown in fresh water
 - b. Possibility of washing in salt water.

Is it true that oysters washed in their own liquor and salt water keep well?
3. Frozen oysters. There are various problems in the freezing of oysters which require further study. Possible CO₂ effect, hydrolysis, will freezing during hibernation help. Is May the best time in which to freeze oysters. These studies should include packaging, etc.
4. Studies dealing with the mineral content of oyster liquors. Possibility of saving oyster liquor and using it with the oysters.
5. Use of magnesium benzoate—Pesco.
6. Try use of wash water saturated with CO₂.
7. Standards of Practice or Cody study. The committee was unanimous in the approval of this program and instructed the Director to take up the whole research question with the Fisheries Division in Washington to see that a proper program had been planned and an adequate personnel therefor was provided.

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GONE are the days of the large, heavy, slow-turning engines in fishing boats or small work boats. Instead are found the small, rugged engines equipped with reduction gears. They do a better job, cost less, and use less fuel.

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heavy type boats. The savings in space, weight, first cost, and fuel are paramount to progressive fishermen. Results obtained during the past few years have shown in a most convincing manner that this type of power plant is the real answer to a fisherman's problem.

*The boat pictured is a 38' x 11' Cape Cod Fisherman. It is powered with one Crown Type "CR" engine with 3.46 reduction, which turns a 28" x 28" propeller 640 R.P.M. The Crown, complete with reduction gear lists at only \$775

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With the Vineyard Fishermen

By J. C. Allen

FISHING, all the way between four and four hundred fathoms, has been generally above the average so far, except for the sword. This fish, always the main factor hereabouts in Summer, has been held up in its schedule.

The fact is, the fish showed up late, which was expected, the water being so cussed cold that the first of the run wore socks and mittens. Then we had chilly days until the end of the month and it takes bright, hot sun and plenty of it to make Old Xiphias fin in any proper shape. By the way the weather and the luck has worked out during the latter end of July, it looks as if there are plenty of fish and that the luck will pan out very well.

Mackerel

Mackerel have run chin-deep to a giraffe all through the month. They haven't stuck to the inshore waters all the time, but they have trapped well, and the seiners have scooped 'em up in gobs. It may be that they have been mixed up more than common: as the Wheel-house Loafer considers the recent reports, and checks previous records, it seems as if there were more tinkers, and light-weight culs than we have seen in some years.

Trap Fishing

Trap-fishing, taken full and by, has stacked up better than for several years, for the same period. The rule has been from the days of Noah, to haul out and mend gear in July. The run of luck as that month fades away in the wake, is traditional, but it didn't strike until the month was nearly over.

Fluke Receipts Increase

Dragging has been normal or better. While fluke continues to be the most valuable fish in this neck of ocean, and the scarcest, as such things go, still this month past has seen the largest receipts of fluke that the local markets have known in years. Whether this means an increase, or merely that the

lads have done more intensive fishing, time only can tell. The pugs are all to the good. They are chased all over God's garden, and yet the hauls never seem to grow lighter.

Bigger and Better Lobsters

Cold water seems to have served the lobstermen well, in addition to some of the other lads. Thus far this year, lobster fishing has been far ahead of any recent seasons. Perhaps the number taken has not been in excess of that in some other years, but the lobsters are bigger and are much better. Aside from a slack spell when the shedding was on, the fishing has been fair enough.

Schooner Built for Edgartown Fleet

Work has started at the Casey yards in Fairhaven on a new fishing schooner for Capt. Isaac C. Norton of Edgartown. The vessel, one of the largest fishermen ever built in the New Bedford yards, will be similar in appearance to the newer vessels of the New Bedford fleet. She will be ready late in October or the first of November.

Capt. Norton's vessel is the first of what is hopefully expected to be the new big-vessel fleet at Edgartown.

The new craft will be about 70 ft. in length, 17 ft. in beam and 8½ ft. draft. She is to be 64 ft. on the waterline, an indication of little waste space below decks. Plans were drawn by Eldredge-McInnis, Inc., of Boston.

The vessel will be powered by a Gray-General Motors six-cylinder Diesel. With a top rating of 165 hp. at 1750 rpm., the captain will run her at 1600 rpm., developing 150 hp. The 4.4 to one reduction gear will turn over the 48 inch propeller 500 rpm., and an average speed of 9½ knots is expected. The vessel will have a capacity of 75,000 pounds of fish.

A feature will be the bronze rudder, rudder post and fittings. There will be accommodations for 11 on the new schooner, 8 bunks forward, 2 aft and one in the pilot house, which is to be 9½ ft. long.

There will be two gallows for dragging on the starboard side, with the aft gallows removable to port side forward for scalloping.



In mid-season, when you need a wheel in a hurry, see the local Hyde Dealer. Chances are he has the wheel you need right on his shelves. If not, he can get it from the nearby Hyde distributor in jig time. Hyde Dealers are set up to give boatmen prompt service.

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Rhode Island Lobster Hatchery Production Above Average

ALTHOUGH Rhode Island's State lobster hatchery at Wickford operated at only three-quarters capacity this year, more than 1,500,000 young lobsters were hatched and released to various areas along the east and west sides of Narragansett Bay, according to announcement August 7 in Providence by Harold N. Gibbs, administrator of the State Office of Fish and Game, who attributed the above-average production to favorable conditions, including the supply of available egg-bearing lobsters.

The Rhode Island lobster hatchery was wrecked by the 1938 hurricane, and it did not operate last year. It was rebuilt by the WPA at a cost to the state of \$3,200, and operated on a reduced basis this year because not all of its 40 hatching cars had been put back into operation.

Effect of the 1939 hatch's absence will not be evident for four or five years, Gibbs said, noting that it takes that long for the baby lobsters released at the hatchery to attain their legal size.

Rhode Island's lobster catch per pot has been fairly constant since establishment of the hatchery, Gibbs said, while the catch per pot in other sections where no hatcheries are maintained has shown a downward trend.

During the 1940 season, which ended August 3 when the hatchery suspended operations and began the extensive preparations for next year's hatch, improvements were made in the method of hooking up the machinery.

Record production for the Rhode Island hatchery is 1,700,000 baby lobsters, but the average annual hatch runs something under 1,500,000, according to Gibbs.

The Coast Guard is Always Ready

ON August 3, the 150th birthday of the United States Coast Guard, a seaplane from the Coast Guard base at Salem, Mass., spotted the gill-netter *Lark* after she had drifted at sea for four days, and the Coast Guard cutter *Algonquin* of Portland, Maine, answered a call to take in tow the trawler *Jeanne d' Arc* with a wire cable fouled in her propeller, at a point 600 miles East-Northeast of Boston Light.

These are typical incidents in the every-day life of the Coast Guard in its work of salvaging lives and property afloat all alone our coastline.

The oldest branch of the nation's armed forces, the United States Coast Guard, is privileged to turn the log back through an unbroken record of service often more perilous and varied than that of any other Government department.

The Coast Guard shares the hazards of war with the army, navy and marine corps, but has neither armistice nor peace while the seas remain broken and unbridled.

Last year, more than 10,000 lives were snatched from peril, often in hair-breadth rescues, and vessels and cargoes valued at \$63,723,566 were assisted to safety, where otherwise they might have found Davey Jones' capacious locker. Totals for the current year probably will be approximately the same and for several years rescues have averaged 8,000 or 9,000.

Originally equipped with a few small wooden sailing vessels, the Coast Guard now commands a large modern fleet, including 34 cruising cutters, 115 patrol boats, 52 harbor craft, 86 picket boats and 67 planes.

When the United States Lighthouse Service was merged with the Coast Guard a year ago, charging the latter with the task of maintaining navigational aids along 40,000 miles of coastline, it opened up opportunity for a tremendously improved system of communication that is proving immensely valuable not only for protection of life and property, but in the interests of national defense.

No branch of our Government service contributes more to the well-being and the safety of our fishermen at sea. A long speed run through storm-beaten seas to a disabled craft and its towing back to safe harbor, an airplane to the banks to pick up an injured or stricken fisherman, intense search for those lost and strayed at sea, have become regular duties, in which the Coast Guard has become so proficient as to win the highest commendation and respect of all.

New Brunswick Hopes for Increase In Sardine Production

By C. A. Dixon

THE sunshine of hope pierced the gloom which has prevailed all Summer in the Atlantic coast sardine fishery, as July drew to a close, and fish in better quantities were caught in weirs along the mainland shores of Charlotte County, N. B., from Bay Back to as far away as St. John in St. John County, N. B. Although some of the fish at the time of writing are rather large for good sardines, others are smaller, and fishermen and boatmen look for a school of better size for packing as soon as the catches become general throughout the Southern New Brunswick district and along the Perry Shore in Maine. The demand for sardines is keen, and packers on both sides of the boundary are anxious to put up all the fish they can get as 1940 has run far behind in production of the manufactured product. Doubtless the factories will be operated at capacity production the remainder of the season should fish become plentiful enough to make such activity possible. This, however, would be quite improbable even if the August school should be one of normal proportions, as the falling off in catches naturally occurs in the late Fall months; but prices for fish usually become more attractive then, and fishermen benefit thereby as much if not more than they would if fish became overly plentiful. Toward the last of July the factories in Eastport and Lubec received very good supplies some days and the Canadian factories of Connors Bros., Ltd., of Black's Harbor and H. W. Welch, Ltd., of Fairhaven continued to get average daily supplies of sardines. According to semi-official reports from the trade, prospects for the sale of all the fish the Canadian plants can put up, were never better.

Demand for Sardine Scales

With the appearance of larger sardine herring in Quoddy waters and elsewhere along the coast, the men engaged in the collecting of herring scales have had better times than those which prevailed since early Spring. The demand for scales, as is always the case every year, is greater than the supply, and even if fish strike in abundance the scales will command a ready sale, it is said. Fishermen make good money in the scaling business. The scales are marketed in Eastport and Lubec where pearl essence manufacturing plants are located.

Hake Remains Scarce

Campobello, N. B., trawl fishermen who missed out on the Spring run of fish which did not appear in appreciable quantities in the North Channel or Quoddy River this Spring, had better luck in July on fishing grounds outside, where haddock and cod were taken in fair quantities. Hake, however, remained as scarce as ever. The fish canning factory of H. W. Welch, Ltd., at Wilson's Beach did a very good business in July and furnished a market for local trawlers for a period when part of their catches could not be shipped to Maine by auto-trucks as is the custom, regularly, during the Summer.

May Control Smoked Herring Production

Of more than passing interest to everyone connected with the smoked herring industry was the action taken in recent zone meetings at Grand Manan, N. B., in favor of accepting a proffered marketing contract with Canada Packers, Ltd., and having all forms of smoked herring such as boneless, digby chicks, etc., brought under orderly marketing control supervised by the Grand Manan Smoked Herring Marketing Board, which organization representing island producers in general, has had control of sales of round smoked herring in 18-lb. boxes for export over a period of more than five past years, with Scott D. Gupstill as agent. A substantial majority was recorded for marketing control of boneless herring. Whether the proposition will be put in force, rests with the local government authorities in Fredericton, N. B. If the plan is adopted boneless herring will be inspected by government officials. The formal contract will be drawn up with Canada Packers, which corporation is already considering plans for selling boneless herring in Canada and will be the sole agents.

New Dragger "Columbus"

is equipped with an

EDSON STEERER

The new dragger "Columbus", recently launched by Harry G. Marr at Damariscotta, Me., for Capt. Jack Barbara of Gloucester is equipped with Edson trawler-type steering gear. This boat joins the many others in the fishing fleet that have proved it pays to rely on Edson for dependable steering.

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217 North Main St., Freeport, L. I., N. Y.

Lunenburg Fishing Fleet

By H. R. Arenburg

THE two schooners on the stocks in the shipyards of Smith and Rhuland are nearing completion. These schooners, when launched, will be engaged in the fisheries with the Lunenburg fishing fleet. Two more vessels will be built by Smith and Rhuland during this season.

No Fisheries Exhibition This Year

At a meeting of the Executive Committee of the Nova Scotia Fisheries Exhibition and Fishermen's Reunion, it was decided that no exhibition will be held this year due to war conditions.

"Dot and Hallie" to Resume Operations

The *Dot and Hallie*, which is commanded by Capt. Loren Ritcey, has been laid up in port for the past month having her engines overhauled but has now returned to the banks to resume her operations in the fresh fishing industry.

Landings

The schooners in both the fresh and salt fishing fleets have been doing extremely well during the past month. Fish have been plentiful on the banks and the landings, particularly of the salt fishing fleet, have been quite large and the returns to the fishermen have been most satisfactory. Only a small portion of the fleet is now engaged in the fresh fisheries. Among the landings during the month are the following:

Sch. *Jean and Shirley*, Capt. Newman Wharton, 390,000 pounds.
Sch. *Marshall Frank*, Capt. Frank Risser, 330,000 pounds.
Sch. *Mahaska*, Capt. Orlando Lace, 105,000 pounds halibut.
Sch. *R. B. Bennett*, Capt. Elburne Demone, 80,000 pounds.
Sch. *Muriel Isabel*, Capt. Walter Crouse, 10,000 pounds.

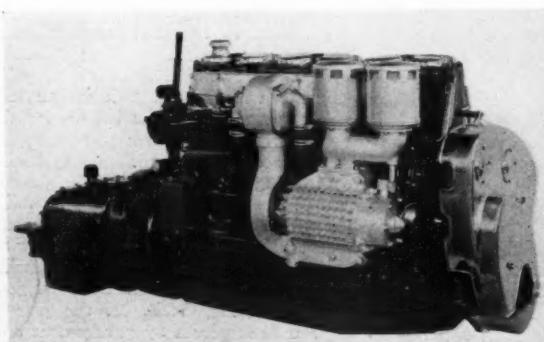
Salt Fish

The salt fish landings were as follows:

Sch. *Ethel Petite*, Capt. Evans, 2100 quintals.
Sch. *E. F. Zwicker*, Capt. Calvin Silver, 2100 quintals.
Sch. *Howard Donald*, Capt. Guy Tanner, 2000 quintals.
Sch. *Ronald George*, Capt. Daniel Romkey, 2000 quintals.
Sch. *Robert Esdale*, Capt. Miles, 1900 quintals.
Sch. *Haligonian*, Capt. Daniel Mosher, 1800 quintals.
Sch. *Robert J. Knickle*, Capt. Gordon Mosher, 1800 quintals.
Sch. *Marguerite B. Tanner*, Capt. Joseph Wentzell, 1700 quintals.
Sch. *Palatana*, Capt. Mills, 1700 quintals.
Sch. *Harriet and Vivian*, Capt. Frank Meisner, 1500 quintals.
Sch. *C. J. Morrow*, Capt. Carman Knock, 1400 quintals.

Mackerel

The shore fishermen from St. Margaret's Bay to Lunenburg had an exceptionally large catch of mackerel during the early part of the month.



Manifold side of the supercharged 200 hp. Cummins Diesel Model HMRS-600 showing the supercharging unit.

Where to Ship

These companies are in the market for fish and shellfish.

BOSTON, MASS.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.
J. A. Klaflin, 209 N. Union Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.
Chesbro Bros. & Robbins, 4 Fulton Market.
John Dais Co., Fulton Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 31 Fulton Fish Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

TANGLEFIN NETTING
"CATCHES MORE FISH"
 LINEN & COTTON GILL NETTING
 SEINE, POUND & TRAP NETTING
LUDLOW MANUFACTURING & SALES CO.,
 NATIONAL NET & TWINE DIVISION
 211 CONGRESS ST., BOSTON, MASS.

Self-Refrigerating Food Container

A New CO₂ self-refrigerating double container cup for frosted foods, invented by R. T. Lipscombe, Sr., has been placed on the market by Dryice Products Corp., Richmond, Va.

The construction of the new container takes advantage of the principles of dry ice or carbon dioxide refrigeration. It makes possible the charging of cups with a small amount of dry ice, which preserves the original form of frozen products during transit, storage and display in retail stores, and previous to institutional or home consumption.

The use of the container is ideal in places where low-temperature refrigeration is not available.

The general characteristics of the new type cups are as follows: There is an outside cup with a straight wall of heavy material so as to sustain a heavy weight and resist transmission of heat. The inside, or food container cup, has a sloping wall and of lighter material so as to absorb the refrigeration. Between the two walls of the two cups there is an air space of high insulation value. When the containers are ready to go to the trade, the carbon dioxide in solid form, or dry ice, is placed in the bottom of the outer cup. The inner or food cup is then pressed into place and engages at the top in a prearranged manner. The dry ice then becomes the self-refrigerating element, and has a temperature of about -109 deg. Fhr. When it sublimes and changes to gas at about -69.7 deg. Fhr. the gas expands and forces the warm air from in between the walls, out at the top, and then fills this vacated space with its own deep chill. This gives the inner cup nearly a completely surrounded refrigeration of fine chill.

The snap-in lid with Cellophane window permits a customer to see, but not to handle, the food products in the inner cup. The brand name on the package identifies the product. The lid fits so snug there is little or no infiltration of outside air to contaminate or dehydrate the product.

To regulate the temperature in the cups to suit any pro-

duct chill, one has but to work out the B.T.U. value of the CO₂. By formulating the amount of food product to be preserved and the amount of solid and gas against the period of time in transport, retail store display or institutional storage, the "thermostat" is established. From this the amount of dry ice necessary can be calculated.

"Colorgated" Opens Field for Display Packaging

THE United Container Company, of Philadelphia, has developed a corrugated board that has unusual color and display value. After months of research and investigation their engineers perfected "Colorgated" . . . a new multi-colored corrugated that can be printed in as many as six waterproof colors in a single press run. The colors on the new material are not only strong and bright, but they are waterproof and sunfast as well.

"Colorgated" is a trademark identifying corrugated board and containers manufactured by this Company.

To the food manufacturer this will mean an opportunity to make a display container out of his shipping carton. In super markets stacks of eye-catching cartons provide powerful mass displays while one or two containers can make an action compelling display in the smaller stores.

"Colorgated" is made in any weight corrugated board, A or B flute, in both kraft and jute liners. "Colorgated" is unaffected by heat or cold. Any box made of corrugated, it is said, can now be made of "Colorgated."

The company has developed a series of holiday and year-round patterns. In addition, special designs incorporating names, trademarks, full color illustrations of products or packages, can be designed to order. Brand names, contents and size and weight information can easily be printed on "Colorgated."

5 REASONS FOR POWERING YOUR FISH BOAT WITH BUDA-LANOVA Heavy Duty DIESELS . . .

1. QUIET OPERATION—Assured through exclusive "Low Pressure" Combustion—with less wear on vital parts.
2. LOW FIRST COST—Made possible by modern mass production methods—lowest prices in Buda's history.
3. LOW OPERATING COST—Proved 4-cycle principle assures maximum economy of fuel and lubricating oil—a fraction of gasoline engine operating cost.



4. LIGHT WEIGHT—Buda engines are "Low pressure" Diesels, which means lower stresses and hence less weight is required per horsepower.
 5. DEPENDABILITY—Backed by over 13 years of Diesel Marine Experience.

Left: Dragger "Helen Mae", powered by 6-cylinder Buda-Lanova Heavy Duty Diesel, operating in Maine waters.

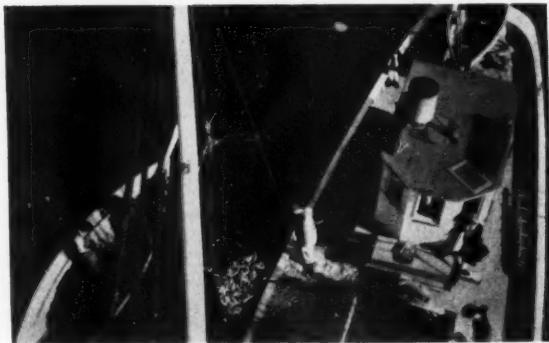
THE BUDA CO.
 15400 Commercial Ave.
 Harvey (Chicago Suburb) Ill.



"F. F. V." FROSTED FOOD CUP
A New CO-2 Self-Refrigerating
Double Container

Consists of a tapered cup within a straight cup. A small block of ice is placed in outside cup; food in inner cup, which has a Cellophane snap-in lid. Preserves the original form of frozen products during transit, storage and display. Offers the most advantageous display and assures the consumer of getting a perfect quality product.

For full details and prices, write
DRYICE PRODUCTS CORP.
 204 Real Estate Exchange Bldg. Richmond, Va.



Herring being loaded into a sardine carrier with the new Maine State bailing net.

Make Sure Your New Boat
 is designed for
Highest Efficiency
 by consulting

ELDRIDGE-McINNIS INC.
 NAVAL ARCHITECTS
 131 State Street Boston, Mass.

Good Design Pays Dividends

New Dragger Columbus
Fathometer Equipped

The new dragger "Columbus" built by Harry G. Marr, Damariscotta, Me., for Capt. Jack Barbara of Gloucester, is equipped with a Fathometer.

SUBMARINE SIGNAL COMPANY
 160 STATE STREET BOSTON, MASS.
 New York Inspection Office 8-10 Bridge Street

For Quicker and Bigger Trips
FISH WITH FATHOMETER

Hathaway Machinery Co.

Original
 Flax Packed
STERN BEARINGS
 Fairhaven, Mass.

New Type Bailing Net

A new type patented bailing net has been developed by Maine State Net & Twine Co., Portland, Maine. Known as the Maine State bailing net, it will bail many types of fish from those as small as sardines to others as large as pollock.

This new net is designed to perform the same work done by the conventional open bottom bailing net, but with less man-power and in less time.

The capacity of the net is limited only by the power output of the hoisting engine. While in use on a Portland sardine carrier, the net bailed 750 bushels of fish in 31 minutes.

With the use of this new net an extra man is available in the seine boat or dory for drying up the seine, since only one man is required on deck instead of two which are usually needed with a conventional type net.

The new net can be used for taking fish onto a boat from a purse seine, weir or trap.

In operation, one end of the net is attached to the side of the hatch. On the other end is fastened a large semi-circular metal frame which is connected to the boom. To bring in the fish the end of the net is lowered until filled and then raised above the level of the deck, thus allowing the fish to roll into the hold.

It is reported that fish bailed in this way go into the boat in a drier condition.

Imports of Fresh-Water Fish
from Canada

THE tabulation of statistics obtained from the Bureau of Foreign and Domestic Commerce concerning the United States imports of fresh-water fish shows that this country annually receives about 50,000,000 pounds of fresh-water fish from Canada. In 1938, these imports amounted to 49,245,000 pounds, valued at \$4,443,000, while in 1939 the imports amounted to 50,101,000 pounds, valued at \$4,165,000. Whitefish was the main species, comprising about 12,000,000 pounds of the total. Sauger pike ranked second in quantity, as the imports of this species amounted to about 9,000,000 pounds.

Maurice Eckley Mutchler

MAURICE ECKLEY MUTCHEL, General Sales Manager of the Sterling Engine Company since 1920, died suddenly, July 22, at his home, 238 Doncaster Road, Kenmore, N. Y. He was 51 years old.

Long a well-known figure in his field, Mr. Mutchler had many friends in nation-wide boat, marine and yachting circles. He had been associated with the Sterling organization since 1913. Employed at first in the Purchasing Department, he soon became Advertising Manager of the firm and from this position rose to that of Sales Manager. Mr. Mutchler joined the forces of his country during the World War, serving as Chief Petty Officer in the Navy.

New Type Sailing Clutch

KINNEY MANUFACTURING CO., 3541 Washington St., Boston, Mass., announces a new style sailing clutch.

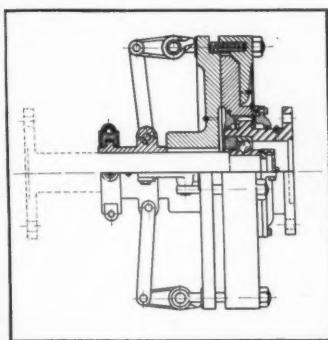
The new design, known as the Worrall type, differs from the ordinary clutch in the addition of a flexible unit of the fast coupling principle, built integral with the clutch. It has a semi-flexible oil dampening unit.

A clutch of this new style is reported to have given successful operation on the *Grace F.*, owned by Capt. Frank Favoloro. This boat, which is powered with a 200 hp. Atlas Diesel, has fished from Gloucester and Norfolk.

The new Worrall type clutch has the following features:

1. Positive force feed lubrication by centrifuge.
2. Flexible connection—within reasonable limits of angular misalignment, between engine, clutch and tail shaft.
3. Vibration dampening to a high degree—preventing reactance either from propeller to engine, or vice-versa.
4. Full reversing—runs identically well in either direction.
5. Pilot bearing for tail shaft built into the clutch.
6. Easily and quickly adjusted—no special tools required.
7. Quiet operation regardless of speed changes.

The new unit is particularly adapted for slow speed engines up to 300 hp. and 400 rpm.



Kinney Worrall type cut-off coupling unit with flexible hydraulic dampener for mounting on engine flywheel.

Medium Power Radio Telephone

A marine radio telephone of 25 watts output, designed especially for the "deep sea" yachtsman and for commercial ships plying coastal waters, has been announced by the Western Electric Company.

The new unit, known as the 226C, features crystal control on both receiver and transmitter, high intelligibility, and semi-automatic operation.

Simplicity keynotes the new design. Installation involves connection only to antenna, ground and power supply. The compact cabinet lends itself to mounting on a bulkhead, shelf, a locker top or other convenient support. Only three control knobs appear on the panel and the transmitter goes on the air at the pressure of a finger on the handset button. Anyone can make a call with the new unit without previous instruction although, because it involves radio transmission, the law requires the presence aboard of a licensed operator.

A single control is provided in the 226C for shifting both the transmitter and receiver simultaneously to any one of four frequencies. Three of these may be utilized for ship-to-shore communication and the fourth reserved for ship-to-ship or coast guard. All controls are located on the front panel where they may easily be reached.

The radio receiver is of the superheterodyne type embodying the latest developments in circuit design.

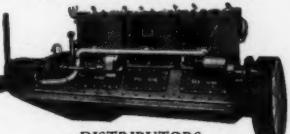
The 226C operates from a source of 110 volts, 60 cycles, a.c. which may be supplied by a small, inexpensive rotary converter. Due to the variations in ship electric power supply systems, the converter is not included as part of the equipment. Converters are available to operate from 12, 32, or 110 volt d.c. ship power supply systems. With a source of a.c. supply thus available on the boat, a standard broadcast radio receiver also may be operated should the owner wish to receive broadcast programs.

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20 Gasoline Models 4 to 125 H.P.
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A first quality garment made to meet the requirements and approval of the fishermen.

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Factory and Office, 5-7-9-11 Wharf St.
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Swordfish and Tuna Dart

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Designed by a swordfisherman
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Completely streamlined. Kills quicker, goes through clean and toggles. Not stopped by bone. Unexcelled for swordfish, giant tuna, large sharks, blackfish, giant ray and turtles.

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On the Boston Market over 30 Years
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JOHN G. ALDEN
NAVAL ARCHITECT MARINE ENGINEER
Specializing in Diesel vessel design
131 STATE STREET BOSTON, MASS.

Edson Steerer Service

THE Edson Corporation, 49-51 D Street, South Boston, Mass., is now building custom-made steering apparatus in addition to their stock models. Through cooperation with owner, designer and builder, they are giving special attention to adapting designs to particular installation requirements. They have recently developed several modernized features for their gears, in order that they be better suited to the improvements in present-day boat construction.

The Edson firm has been identified with the marine industry since the clipper ship days of 1859. In addition to steering gear and wheels, the Edson line includes nonchokable bilge pumps, sizes 2, 2½, 3 and 4 in., boom jibers, exhaust hose and accessories.

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FALL BARGAINS

30' x 8' Jonseport built fish boat, Universal powered, new 1934, \$550. 48' x 11'4 Sardine smack, fine condition, Buick powered, \$1200. 60' x 13'6 Sardine smack, capacity 500 bushels, 50 HP Standard, rebuilt, in commission \$1500. 38' x 9'3 flush deck fish boat, Reo powered, in commission, \$390, and many others. Diesel Engines: 60 HP Standard, rebuilt, \$650. 6 cylinder Model E Fairbanks Morse with red. gear, fine condition, \$1450. 6 cylinder 100 HP Winton, air injection, good condition, \$750, with many extras. 70 HP 6 cylinder Fairbanks Morse Model 34, rebuilt, propeller, 2 air tanks—\$1650. Gas Engines, Rebuilt: 4-44 Gray with red. gear \$300. Gray Phantom 4-45, with V drive, \$175. Scripps Model G, 150 HP \$225. 4-56 Gray with red. gear—\$325, and many others. Used propellers, various sizes, etc. Write us as to your requirements. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

FOR SALE

TWO—NEW 180-TON FISHING VESSELS OF DRAGGER TYPE. Length 124 feet, width inside 23 feet 8 inches; depth 10½ feet. Equipped with 275 bhp. Crossley Diesel engines and trawling winches. Estimated top speed 9 knots.

Also

TWO—NEW 150 TON FISHING VESSELS OF DRAGGER TYPE. Length 114 feet; width inside 22 feet 8 inches; depth 10½ feet. Equipped with 225 bhp. Crossley Diesel engines and trawling winches. Estimated top speed 9 knots.

All four ships of exceptionally sturdy construction, built according to Lloyd's requirements, equipped with lighting plants, capstans, winches, auxiliary sails including riding sails, with 1½ inch thick Greenheart ice protection sheet 10 feet around the water line; especially built to serve cold storage and other units.

For PRICE and other information, please write to Secretary for Agriculture and Rural Reconstruction, St. John's, Newfoundland.

FOR SALE

One 100 hp. Fairbanks-Morse, old style C-O in running condition, \$750. One 40 hp. Fairbanks-Morse 5¾ x 6½, 4 cylinder, \$150. Chrysler Royal 8, good condition, \$250. Also parts for 60 hp. C-O. Address A. C. Anderson, 401 W. Rio Grande Ave., Wildwood, N. J.

Schooner Mainsail

60 ft. boom, 41 ft. hoist, and 34 ft. 6" gaff. Frank F. Upson, Sail Maker, New Haven, Conn.

Used Bolinders Diesels

Type W7, one 50 H.P. W7M25, one 100 H.P. W7M45. Completely rebuilt, in first class condition. Bolinders Company, Inc., 33 Rector Street, New York City.

Dragger

Boat E-C, 48 ft. x 13½ ft. x 5½ ft. Has a 60 hp. Atlas engine. Complete for dragging. Write James Beebe, 152 Church Ave., Islip, Long Island, New York.

Used Lathrop Engine

40 hp. heavy duty 4 cyl., 4 cycle, in fine condition, complete with hauling clutch, 12v. generator, shaft and propeller, \$275. Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston.

Boat

Boat *Subojay* built by F. D. Winchenbaugh. Length 38.9, beam 9, depth 3½. Two years old. Small lobster well. Universal engine 90 hp. Will sell at great sacrifice. Apply to Ernest J. Burns, Friendship, Maine.

Bolinders Diesel

2 cylinder, 50 hp. Bolinders Diesel in good condition. Any reasonable offer accepted. Freeport Cold Storage Co., Inc., 301 Woodcleft Ave., Freeport, N. Y.

